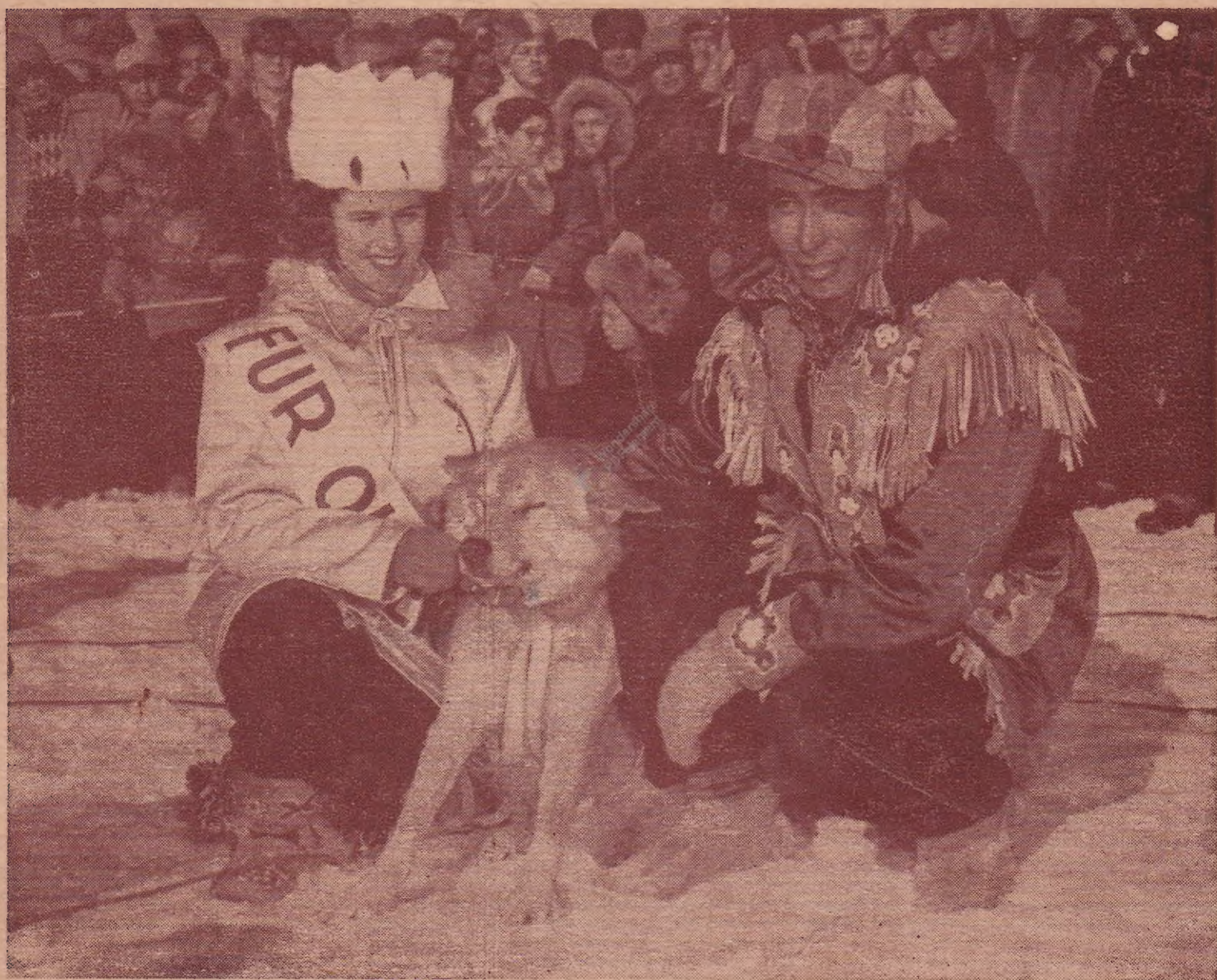


**Seventh Annual**

# *Northern Manitoba Trappers' Festival*



**FEBRUARY 2nd to 5th**

**The Pas, Man.**

1954





*WELCOME TO . . .*

**Manitoba's Northland**

*AND TO THE SEVENTH ANNUAL*

**Fur Trappers' Festival**



Bureau of Travel and Publicity  
DEPARTMENT OF INDUSTRY AND COMMERCE  
Room 254 Legislative Bldgs., Winnipeg, Man.





The colour and tradition of the annual Northern Manitoba Trappers' Festival has attracted world-wide attention since its initial performance seven years ago. Its story has been spread by newsreel, television, picture magazines, and newspapers — both on this continent and overseas.

It has provided mid-winter entertainment for tourists and has pointed with pride to the rich resources and development potential of the northern half of our province.

We in Manitoba should be proud of this spectacular winter snow show that is the only one of its kind. Designed with its own special frontier flavour, this year's seventh annual Northern Manitoba Trappers' Festival will doubtless prove to be the biggest and the best.

So, as the new minister of a department most interested in the development of the north, it is indeed a pleasure to congratulate the festival committee and other people who have worked to assure its success.

*Char. E. Greenlay*



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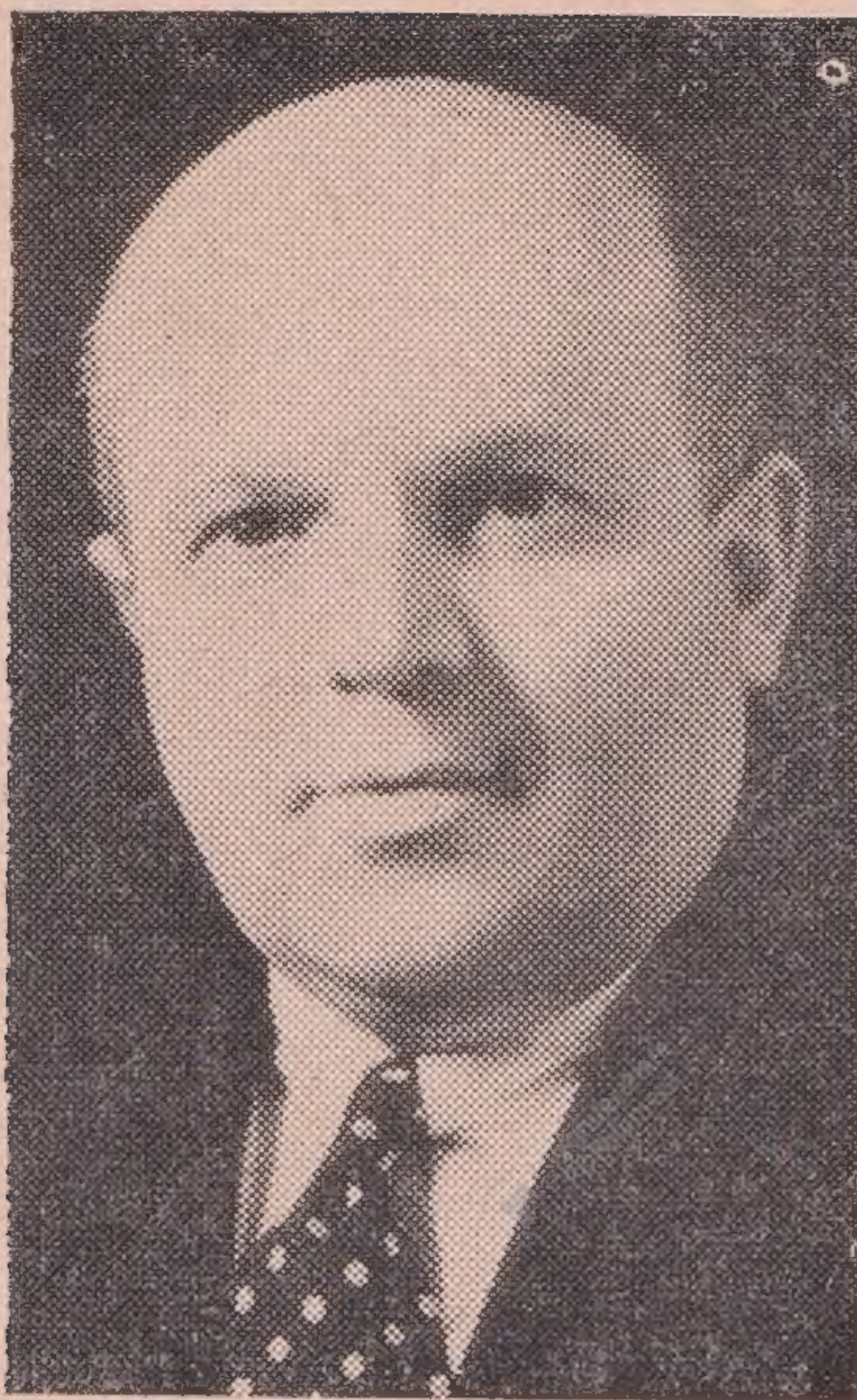


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CANADA



Characteristic of the traditions of the North is our Trappers' Festival, and the increasing success of this Annual Winter Event is due not only to the efforts of our Festival Committee, but also to the encouragement from many outside supporters.

To the Executive and Committee Members of the Seventh Northern Manitoba Trappers' Festival, I extend my congratulations, and to our visitors, a very hearty greeting.

I. B. DEMBINSKY,  
Mayor.



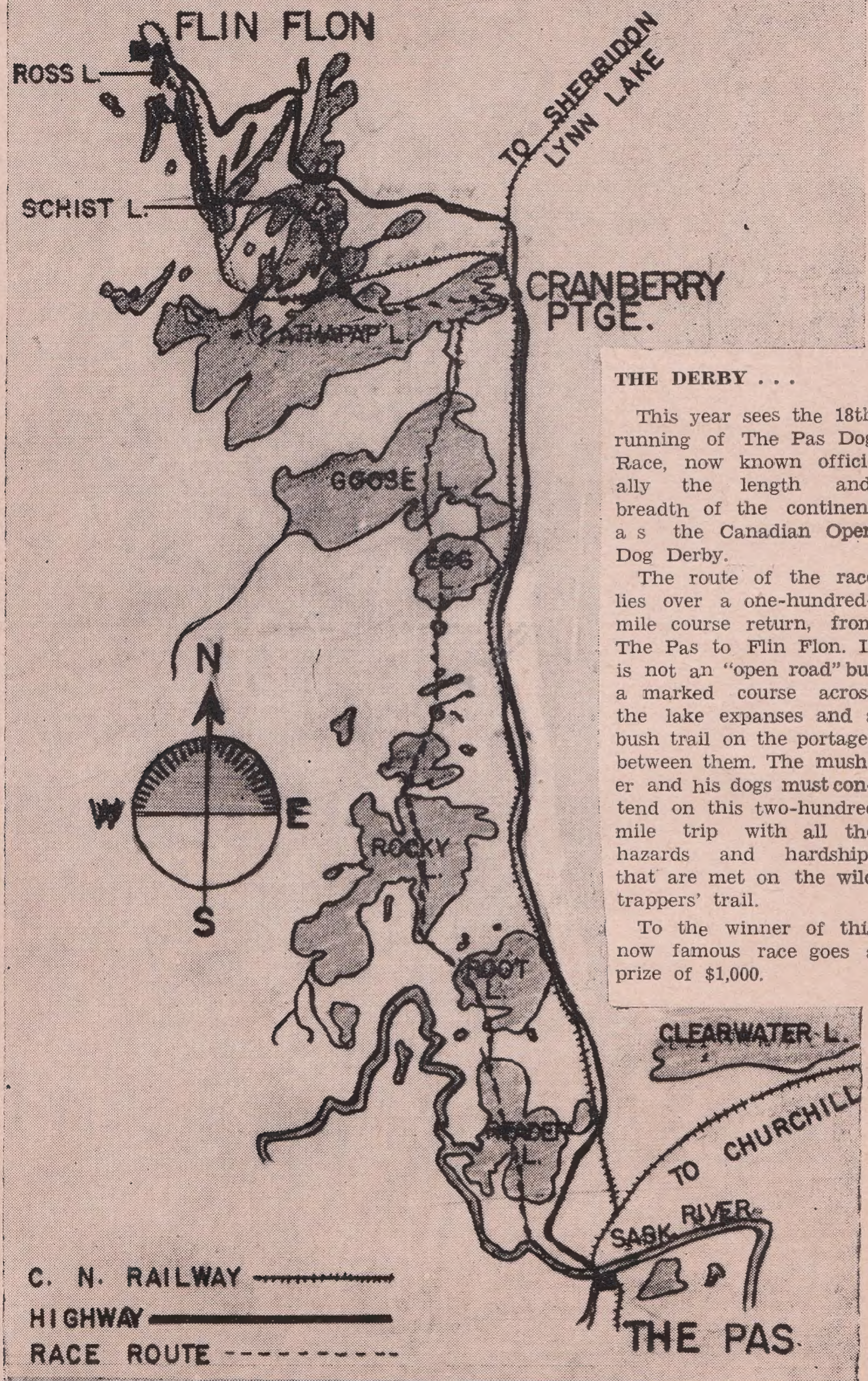
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### THE DERBY . . .

This year sees the 18th running of The Pas Dog Race, now known officially the length and breadth of the continent as the Canadian Open Dog Derby.

The route of the race lies over a one-hundred-mile course return, from The Pas to Flin Flon. It is not an "open road" but a marked course across the lake expanses and a bush trail on the portages between them. The musher and his dogs must contend on this two-hundred mile trip with all the hazards and hardships that are met on the wild trappers' trail.

To the winner of this now famous race goes a prize of \$1,000.





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The First Derby—1916—Showing Jack Hayes and Albert Campbell, First and Second.

## Hudson Bay Mining Company Sponsors Dog Derby

No true picture of the Northern Manitoba Trappers' Festival would be complete without a tribute being paid to the mushers of two and three decades ago. They drove their fine dogs under vastly different conditions from those of today. Veteran Shorty Russick recalled the other day that those 200-mile races were run non-stop from The Pas to Flin Flon and back. "If you stopped for any length of time somebody would pass you," he said. They broke their own trails, and the only thing that counted was the man who got back first.

The list of champions in the Derby is a roll call of name that will not be forgotten in the North. After Jack Hayes won the 1916 race, there was no race for three years, then Albert Campbell won it in 1919, followed by Walter Goynes in 1920. In 1921, Bill Winterton, driving a team owned by Charlie Morgan, was the winner. In 1922 and 1923, Bill Grayson (now at Island Falls) won, driving Charlie Morgan's team both years. William "Shorty" Russick, who is in charge of the committee looking after the arrival of this year's race at Flin Flon, was the winner. For the next six years the famous Emile St. Godard won every race. He drove a team owned by J. B. Bacon in

1925, and the next five years won with his own dogs, including Toby, his equally famous leader. The last race of that era, in 1931, was won by Earl Brydges, to end a period of dog racing which may never be paralleled.

Jack Heard, conservation officer with the provincial game and fish branch, won the 1948 race which saw the resumption of the Derby and the first Trappers' Festival. That year the race was 20 miles and was a freight race, with the teams hauling 300 pounds each. Ed Lambert of The Pas, also a conservation officer, won the first 140-mile race to Cranberry Portage and back in 1949. In 1950 it was won by Laird Ouellette, who is again entered this year. In 1951 the Indians took over, with Joe Highway, of Brochet, 300 miles north, the winner. In 1952 Steve Pranteau, of Grand Rapids, on Lake Winnipeg, was the champion, who repeated the performance to win again in 1953.

The big race has prize money totalling \$2500. To the first musher to cross the ropes on the last day of the Festival goes \$1000 and the cup donated by Hudson Bay Mining and Smelting Company of Flin

(Continued on Page 26).



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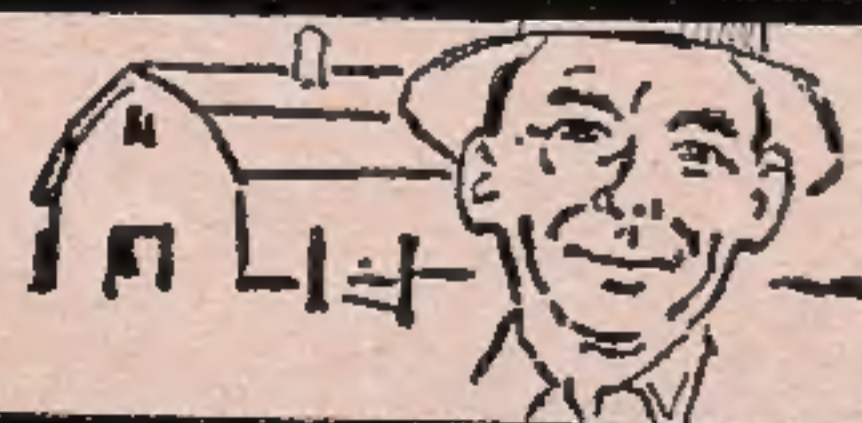
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# Huge Power Sites Will Open North

Four Million Horsepower Lies Dormant But Development Will be Early

Manitoba's political and economic attention is focused on the power potential of the northern half of the province.

Power experts say the present rate of consumption of power within the province will force development of the northern sites. And they say a specific site must be chosen within the year so that the northern

potential may be harnessed and put to use as soon as possible.

Engineers have concentrated their power site investigations on the mighty Nelson and Churchill River chains which pour through the province into Hudson Bay. They have found that development of these

(Continued on Page 27).



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# DOGS *play a* VITAL ROLE

...the advent of modern transport has not ousted the dog team!

Out in the far reaches of Manitoba's northern hinterlands, tiny settlements and scattered traplines are linked together by a network of almost invisible trails. Here are the hunting grounds of the Cree and Chipewyan Indians, the migration routes of the barrenland caribou, the habitat of fur-bearing animals which provide a livelihood for the tribesmen and for the few white trappers in the land.

From time immemorial, the dog has played a vital role in this country. At one time, of course, most winter transport across Canada was hauled by dog. This has long since passed in most areas, but in the north, while mechanization is becoming steadily more all-embracing, no satisfactory machine has been found so far to replace the sleigh dog.

The airplane is fast, and in most cases economical, but it can only land when and where conditions are suitable. The bombardier has made great strides, but it presents problems of its own such as fuel caches and trails; the ordinary trapper's trail is not wide enough to allow passage of a vehicle such as the bombardier. Snow toboggans are being tested, and their ability to pass those tests may spell the end for dog team travel.

Until that happens, however, the dog team will remain the chosen mode of winter travel. Conservation officers of the Manitoba government's Registered Trapline Service are one group of men who do considerable northern travel, by track car, bombardier, huskymobile, aircraft and dogs.

While most of these conservation officers are now using mainly bombardiers, some still find that the dog is the only dependable means of transportation in their area. Two of these are Joe Bignell in the York-Shamattawa district and Norman Paterson at Brochet.

These men, each of whom has a territory of several hundred square miles to cover, must keep their fingers on everything that is going on within the area under their jurisdiction. The Manitoba Registered Trapline system provides each licenced trapper with an area of his own, on which he must abide by the game laws, and where his every

effort at conservation and proper methods will result in a more prosperous business for himself.

The conservation officer must check these traplines. He must at all times have a first-hand knowledge of the game situation, how many mink there are, the wolf population trend, beaver and muskrat houses. He must keep tab on the caribou herds, must know the cow-calf ratio and predator losses. He must examine the pelts of furs brought in to discover if any sickness is brewing among the animals. He must check on fur population reports of the trappers to determine the quotas of skins to be taken the following year.

One of the most important jobs of these officers is predator control, and it involves hundreds of miles of travel each year.

On a typical patrol, Bill Black left Churchill last year on November 20 for his first dog patrol of the season. He travelled 45 miles due north to the North Knife River to put the Indian band there under permit. Then, cutting vertically across the caribou migration trail, he set poisoned wolf baits all the way to Nueltin Lake, on the boundary between Manitoba and the Territories—the farthest north they



The dog team takes over where the plane leaves off.



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## DOGS PLAY VITAL ROLE—

(Continued from Page 11).

have been set in the current fight against predators.

By Christmas he had covered a route of some 300 miles, and besides that had made wolf sets along dozens of side trips, up and down the Seal River, on all sides of Duck Lake and into the land of the Barren Ground Chipewyans between Duck and Nuelin. Black, whose home is in Churchill, has a little cabin at Duck Lake where he stays when he is in the settlement.

Those trips are not haphazard. True, the dates of departure and arrival are made vague because they depend to a large extent on weather and ground conditions. But they are well-planned, and wherever possible are carried out along scheduled lines. Black from Churchill and Paterson from Brochet were told to determine the boundary line between the trapping ground of the Duck Lake and Brochet Indians. This is the last boundary settlement to be done in Manitoba. Paterson left Brochet on November 29. They met at Duck Lake to compare notes after each had been over the boundary area. Their findings were discussed the next summer at meetings of R.T.L. officials and members of the two bands. The boundaries were set and the program completed. But between Churchill and Brochet as the crow flies, are 320 miles of bush and barrens, lakes and rivers, rock and muskeg. The officers had to cover that, interviewing natives and making their own observations, before meeting at the appointed rendezvous.

Normally, the men who travel these hinterland routes rely on their knowledge of the country—the hills and ravines and rivers and other landmarks. When they pass through an area new to them, they take a native guide. Their travelling is confined to short days in the winter; off at about 8:30 a.m.; make camp about 3 to 3:30 in the afternoon so as to make camp before it gets too dark. They average 15 to 30 miles a day, depending on conditions.

They are a hardy breed of men, and like most true northerners they take their duties as a matter of course, saying nothing and being prepared for each individual emergency as it comes, such as bad ice, storms and innumerable other contingencies. They travel as lightly as possible, usually with from five to seven dogs and their 12- or 14-foot toboggan. They stay in trappers' cabins where they can, but always are fully equipped to spend the night out in the open

if it becomes necessary, as it often does.

Dog feed is the biggest problem, and must be provided for in advance. The men plan their trips in the summer and fall, and try to arrange for trappers and fishermen to put up supplies of fish for them at different stops they know they will be at. Besides that, they put up three to five thousand whitefish each at their home detachments while the run is on in the fall.

There are a few exceptional cases, like Joe Bignell's route through the York-Shamattawa district. The road is over barren land where fishing is scarce. In the old fur trade days, when this was the route south from York Factory, the Hudson's Bay Company had salaried fishermen to keep up the fish stocks. Such expense is not allowed the game branch, and Bignell has to take with him on the toboggan a large caldron, in which he boils a mulligan made of corn meal, herring, rabbits which he snares on the trail, and whatever else he can get. There are few trees along the way, and each year he makes his first trip accompanied by an Indian carrying a compass. Joe follows him up with the team, driving in stakes and otherwise blazing the trail as best he can over the rocky ridges.

Some of the toughest travelling is on Hudson Bay, and on rivers adjacent to it, where tides smash the floe ice daily, pushing it back and leaving millions of rough, sharp-edged cakes. In these places, the traveller must either go out a mile or so to where the smooth ice is, or strike inland for smooth travelling.

These conservation officers must not only know the country and their job well, but they must be familiar with all the problems which confront the residents of the north. Often they are called on to render first aid to some unfortunate. They are interested in the welfare of the people. If the trapper is persuaded to take his family with him on the trapline, he will be better able to do his work and his productiveness will increase. The northern conservative officers work in co-operation with the Indian Health Service Department and with other agencies to ensure that everything is going well.

Most of the officers have taken first aid courses, and have been able to give valuable assistance in cases of drowning or accident.

(Continued on Page 80).



Welcome to the Seventh Annual

NORTHERN MANITOBA TRAPPERS' FESTIVAL

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## *Manitoba's Northern*

# TREASURE CHEST

From a Glimpse Into the Crystal Ball the Eyes of Manitobans  
Turn to the North

By DORY THACKER

Manitoba's ace-in-the-hole in the modern game of finance is her fabulous wealth of natural resources north of 53.

Still in the frontier stages of development, the vast deposits of mineral ore, fish-filled lakes, forests of pine and spruce, rushing rivers packed with potential power promise to be a treasure chest for the province and the nation.

With the world crying for base metals, mineral development is the key factor in new enterprise. But Manitobans are preparing for simultaneous expansion in forest produce, fisheries, agriculture, fur trapping and power, giving the province a well-balanced northland economy.

Transportation is the principal problem

(Cont'd on Page 78).



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Exhibits at The Pas Horticultural Show, 1952, grown in this district

# Farm Belt of the North

Agriculture North of 53 Played an Important Part in the Development of the Prairies

By SID WILTON

It is not generally known to what extent the district of The Pas has contributed to pioneering the agricultural potential of the Canadian West.

Few people realize that it was right here within one mile of the present town of The Pas that the first grain of the vast western crop lands was grown. The first white man, as far as is known, to see the open prairies with their teeming buffalo was Henry Kelsey, who travelled down from Hudson Bay with some fur traders. They went as far south as the Assiniboine Indians, to what now is the Touchwood

Hills in southeast Saskatchewan. This was in the year 1691.

According to authentic records, Captain Louis de la Corne St. Luc in 1753, exactly two hundred years ago, explored the Carrot River Valley, and the next spring seeded grain there. He thus became the first agriculturist of Western Canada.

Around the year 1800, a former guide of the Montreal Merchants, Joseph Constant by name, decided to settle at what is presumed to be The Pas and began to raise cattle and grain. Records from then on

(Continued on Page 84).



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# The Pasquia Project

## Stabilizing Agriculture in the Carrot River Valley

By FOSTER CHALMERS

The Pasquia Project is a parcel of land of 138,000 acres just west of the Town of The Pas. It is a small part of the great Saskatchewan River flood plain extending some 150 miles from Cumberland on the west to Cedar Lake on the east. These lands, triangular in shape, are bounded on the one side by the Pasquia River, on a second side by the Saskatchewan and Carrot Rivers, with the Manitoba-Saskatchewan boundary forming the base of the triangle.

Ever since the area has been known to the white man, about the middle of the 18th century, he has weighed the attractiveness of this fertile plain for agriculture against the hazard of flood from the rivers. The Government had reservations about settlement of the area. Only the Crown lands surveyed into river lots on the south banks of the Carrot River had been sold. The remainder is still vested in the Crown and selected parcels only could be leased or permitted by farmers.

By the spring of 1948, eighty farm families had settled the lands and had enjoyed several seasons of better than average crop yields. Farmsteads had been built and they were becoming well established. It was with concern that these people and their fellow townsmen in The Pas watched the rapid rise of the Saskatchewan River in late April that year. In early May the river was overflowing its banks and by the middle of the month, water had flooded much of the farm lands and there was a general evacuation to higher land outside the area. Many of the farms and most of the vacant area had become a huge lake. Such was the flood of 1948, but these farmers, remembering the droughts on the prairies of the 30's, had not lost faith in the area and most were prepared to return when the flood had passed. The question was what if anything could be done to prevent the periodic

flooding of these promising lands.

To give something of a picture of the area, it must be first emphasized that the topography is flat with only slight variation in elevation. The rivers do not have valleys and have overflowed their banks in high water for centuries to cover the lands with silt deposit. Results are a silt flood plain, no stone, and light intermittent wooded bluffs at the rivers' banks. This huge flood plain is divided into easterly and westerly portions by a glacial ridge at the town of The Pas. In the western part of the plain, where the Pasquia lands are located, the delta is again divided into portions by the Pasquia and Carrot Rivers, both flowing into the Saskatchewan River at the town two miles west.

By mid-July, the spring run of water from the Rocky Mountains ordinarily reaches its peak at The Pas when it is at an elevation too high to receive the normal flow of the Pasquia River. With the flow of the Pasquia restricted, this water must pile up and flow over its banks into the surrounding farm lands, much of which is farmed. In years of extremely high volumes of run-off water, not only does it cause the Pasquia and Carrot Rivers to overflow their banks, but flows over its own banks to create a huge lake. Any plan designed for the area must therefore provide against the minor flood of the Pasquia River and the major flood from the Saskatchewan River.

While the flood was at a peak in 1948, the Province of Manitoba had aerial photographs taken of the whole of the Pasquia. By fall, with this record at hand, the Government of Canada was asked to carry out through their organization the P.F.R.A. engineering investigations and an estimate of cost to give flood protection to the area. The Government of Canada agreed and in 1950 their engineers and surveyors began

Continued on Page 89





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# The FUR TRADE

FROM THE EARLY DAYS OF THE  
COUNTRY, FUR HAS BEEN A  
LEADING INDUSTRY.

By BERRY RICHARDS

In the beginning there were the "Gentlemen Adventurers" trading into Hudson's Bay in 1668. In 1670 they received their Charter and the fur trade between the Old Country and the New had its beginnings. This trade in fur formed the main link between Britain and this continent. It also was the root of the deep rivalry that existed between the traders of

England and France during the same period. It was the cause of bloodshed between these two factions. The fur traders of this period opposed bitterly the attempts of the early settlers in Western Canada to establishing land schemes and to carry on trade with the Indians.

Today the fur trader, the trapper and

(Continued on Page 83).



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With Best Wishes to  
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In a country which is dependent almost wholly on natural resources, the forests of Northern Manitoba stand alone as the most vital. Without them there would be no wildlife. Water run-off could not be controlled or contained and the result would be flash floods and undeterminable supplies. What soil we have soon would be eroded and washed away.

North of the 53rd parallel, which takes in 160,000 of the province's total of 220,000 square miles, 19,000 square miles are covered by water. A total of 93,000 square miles of the province is covered by forests, of which 60,000 lie in the northern area.

The importance of the timber industries cannot be minimized, but to date, although operators have been producing for more than forty years, it still is relatively a new industry.

Today, the timber industry takes in a wide range of production. In 1951, for instance, lumber production totalled 14.8 million feet; pulpwood more than 31,000

cords; railway ties 68,000; 3,000 mining ties; 423 cords of boxwood; 11,000 cords of fuel wood; 202,000 lineal feet of round timber; and large quantities of shingle bolts, fence posts and Christmas trees.

Besides revenue for the province, this represents a vast economic return for the north. The pulpwood cut alone, for instance, meant an income of close to half a million dollars to producers, and this in turn meant a seasonal livelihood for hundreds of men engaged in cutting, hauling, peeling, loading and all the other aspects both of the timber industry and those which service and supply it.

In Northern Manitoba, the principal commercial trees are white spruce, black spruce and jackpine. There are two types of woods operations in the north: one large company, The Pas Lumber Company, and buyers for firms in other parts of Canada who travel into the north and engage contractors to take out the wood.

Continued on Page 79



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## The Sleigh Dog Has Led the Way for Modern Transport

Without the wiry sleigh dog it is doubtful that today we would be witnessing the bombardiers, planes, steam locomotives and tractor trains throughout the north.

In the earliest days of northern exploration and development the dogs in the winter and the canoes in the summer were the only means of transportation. They led the way, and it is upon the work of these two means of transportation that all later development is based.

As the north developed, railways became necessary, and today large tonnages of supplies are brought into the area by rail, and loads of fish, pulp, minerals, fur and lumber taken out. Manitoba now holds the unique position of having, in the Hudson Bay Railway, the line which extends farther north than any other railway in Canada. -

With the building of the Lynn Lake line, having a northerly extension equaled only by the line to McMurray in Alberta, this province now has a northern rail system that will undoubtedly result in the near future in phenomenal development.

Where rail transportation ends, the tractor trains take over, distributing supplies to trading posts, outpost hospitals, game guardians and mining camps. The favorite tractor for northern freighting is the D6, hauling on the average three or four sleighs and a caboose or bunkhouse, with an average load of 22 tons. There is an unwritten law among northern freighters that when the bacon rinds, tea leaves, coffee grounds, cigarette butts and snoose dregs

(Continued on Page 93).





1953 Winner, Steve Pranteau, with Pat Abram, last year's Festival Queen.

★

Flon. Second money is \$700, third \$400. Another \$400 is spread among all those mushers who finish the race within a specified time after the winner.

The lengthening of the course sees the big race starting at The Pas at 9:30 a.m., Tuesday, February 2, opening day of the Festival. The first lap of 67 miles goes to Cranberry Portage, where the teams will lay over for the night. The Cranberry Portage Community Club looks after all arrangements regarding bedding and feed for the dogs and accommodation for the mushers.

The second lap leaves Cranberry Portage on Wednesday and runs 33 miles to Flin Flon, finishing on Ross Lake beside the highway crossing. The Northern Manitoba Trout Festival Association, which has kindly co-operated with the Trappers' Festival, is in charge of all arrangements for the finish, as well as for the start of the third lap the following morning. The third lap takes the same course back to Cranberry as was run the previous day.

The fourth lap leaves Cranberry at 8 a.m. Friday, final day of the Festival. It should,

if the time is as fast as in previous years, arrive back at the sports grounds on the Saskatchewan River about 3:30 p.m.

The grand welcome for the mushers is something to see. In past years, a crowd of 1,500 to 3,000 people has thronged the finish line. Dogs of all descriptions run back and forth through the milling feet. Planes roar overhead, flying out over the dog trail to see who is leading, and returning to spread both news and excitement. Bombardiers, trucks, snow-tobaggans, cars and even horses form part of the mobile force in this huge gathering.

When the first musher — and sometimes there are two close together — rounds the point a mile down the river, the excitement mounts to fever pitch. And from the first view of the winner, right down to the finish line, where the Fur Queen of the North is waiting to greet him with a hug and a kiss, the champion and his dogs run between lines of cheering well-wishers.

Truly, as John Fisher said, "so long as there is life in my frame, I shall never forget The Pas dog derby." Neither will anyone who has ever seen it.



## HUGE POWER SITES—

(Cont'd from Page 9).

waters will net tremendous power at an estimated cost of \$275 per horsepower.

Surveys and studies of the Dauphin River Power project have proved that the cost of diverting the Saskatchewan River from Cedar Lake to Lake Winnipegosis to Lake Manitoba and down the Fairhead River to Lake St. Martin would be far greater than development of natural power sites on the Nelson River to the north. Estimated cost of the Dauphin project is \$120,000,000 at present construction prices.

Six of the seven possible power sites on the Winnipeg River have been developed and are producing 708,000 horsepower. When McArthur Falls plant moved into production, an additional 80,000 horsepower will be available and the co-ordinated project will produce at maximum rate.

One possible site on the Nelson has been surveyed at Whiskey-Jack Falls between Cross Lake and Lake Winnipeg. A 30-foot head promises a capacity production of 245,000 horsepower.

Along the river from Cross Lake to Sipiwesk Lake is Bladder Falls where a 53-foot head indicates a potential of 425,000 horsepower. The actual drop between the two lakes is 80 feet but engineers say it isn't feasible to utilize this in a single operation. An alternative site downstream is Hill Rapids where a 64-foot head will produce 525,000 horsepower.

Estimates of the total developable head on the Nelson is 550 feet out of a 700-foot drop which would produce more than 2,000,000 horse power from a minimum flow. A six-month flow with storage facilities would net more than 3,700,000 horsepower.

One major site on the Churchill River has been investigated at Granville Falls between Granville and Highrock Lake and

a 40-foot head is expected to produce 70,000 horsepower when developed.

Island Falls, privately developed by the Churchill River Power Company, services Hudson Bay Mining and Smelting activities, the town of Flin Flon, and Snow Lake mine and settlement. A 56-foot head has been harnessed to produce 110,000 horsepower. This is the only power development installed on the Churchill River to date.

Two minor power developments in the northland have been completed for specific use of mining companies. One at Island Lake River is maintained and licensed for Lingman Lake Gold Mine Limited, and 1,900 horsepower is produced for God's Lake mining operations. This plant was originally designed as a three-unit project with a 5,700 horsepower capacity but only one unit has been installed.

The Laurie River Power project, recently installed to operate the mines and town of Lynn Lake, was designed to produce a maximum of 15,000 horsepower and at present is producing 7,000 horsepower from a 55-foot head. The estimated cost of this development to the Sherritt Gordon Company is \$2,000,000.

Since 1945 power use in Manitoba has increased 8% per year. If this increase continues for the next ten years the demand for power will double. Some 500,000 to 750,000 horsepower must be developed within that time to meet constantly increasing needs. Nowhere but the northern site on the Nelson and Churchill Rivers is such horsepower available. Planning must be undertaken by 1955 to ensure an early start on these projects. Combined with hydro-electric power development will come appropriate development of industries adaptable to our northern conditions. Mining, lumbering and allied interests will be given fresh impetus towards a healthy over-all prosperous northern Manitoba economy.





# GILLAM

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Mile 326, H.B. Railway

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LINK FALLS — GRASSY RIVER



# Our Land of Opportunity !

By WIN MILAN

I can remember as a child watching the building of the bridge which spans the Saskatchewan River at the town of The Pas, and seeing the rails being laid for the start of the Hudson Bay Railway, which eventually would push on, narrow ribbons of steel stretching into the great beyond, until they finally came to an end on the shores of Hudson Bay, after passing through 511 miles of bush, swamp, rock and muskeg, which made its construction a stupendous task for those who brought the steel through. Before the days of the railroad few had ventured into this North of ours, and still fewer had lingered any length of time except the habitants of this great country, the nomads of the north, who made their homes there, and found the living good.

It was hard to realize in those days what history was in the making, and what a wealth of opportunity was being opened up by those two lines of steel pushing into Canada's last frontier.

Travelling by rail from The Pas to Churchill one does not see the full beauty of this land of mystery, for the steel follows where the road-bed is best, and the route does not do the country justice from a scenic point of view. Some of our prettiest lakes lie locked in the forest, and the rugged grandeur of some stretches of our rivers are second to none for picturesque scenery. In many of these spots tourist paradises have been discovered, and people come thousands of miles to fish, and enjoy the thrill of coping with the challenge of this great land of ours.

All along the line new discoveries are being made yearly by mining companies, as prospectors of great enterprises strike out in all directions in search of new locations of ore so necessary to the growth of our great dominion. Even our barren lands which until now have been famous only for their wide sweeps of lonesome wasteland are proving themselves not so barren, and are starting to show promise of riches waiting to be found. Who knows what wonderful discoveries may be made by those who will listen to the knock of Opportunity, and sally forth to search.



The Weir River

At mile 34 the little town of Cormorant lies nestled around the shore of Cormorant Lake where fishing, trapping, and piles of newly sawed lumber testify to the progress of this first step into the North. The little white church perched on the rock beside the railway adds a peaceful touch to the picture as the train rolls through.

At mile 81 the small settlement of Wekusko is the jumping off place for the model town of Snow Lake built to specifications laid down by the Mining Company. The property is rich and production goes on apace. This is also the stop for the town of Herb Lake. Many promising properties have been staked around this area which will likely prove up in the years ahead.

On a few miles to the town of Wabowdan at mile 137. Named after Mr. W. A. Bowdan, one of the earliest settlers in that district, it is a pretty location. Some of the homes are built around the shores of Bowdan Lake, which is studded with little green islands. Here the C.N.R. shops supply work for some of the population, while commercial fishing in nearby Setting Lake,



trapping, and a pulpwood industry keep others busy. Here too is found an outpost of the Hudson Bay Company, a branch of the Game Department, and a post of the world famous Royal Canadian Mounted Police. Around this area prospecting and staking of claims has been going on from time to time. Although no startling developments have materialized so far, the continual restaking of some of these sites seems to be suggestive of faith in their worth.

At Thicket Portage mile 185 some of our prettiest scenery is to be found. Wintering Lake is beautiful in the summer time, and around Thicket the trees grow tall and large in sharp contrast to the stunted growth we find in the muskeg regions. A rich property has been discovered and is being worked in this district also, and the town itself is growing and expanding.

At Pikwitonni mile 214 the little settlement supports itself mostly by fishing and trapping, with, of course, the usual work on the railway. I have seen some very large northern pike which were caught in Pikwitonni Lake where there is also good pickerel fishing. Around this little town are found some wonderful raspberry patches which delight the eyes of berry pickers in the summer months.

And now on to Ilford at mile 286 where we find another jumping off place for important places in the interior. There is a landing strip here, and much of the traffic is airborne, but in winter the great Cat. swings still take to the trails and bombardiers are a common sight. This town is the gateway to Split Lake, God's Lake and several newer properties which are being investigated. Great things are expected of Ilford some time in the future.

At mile 326, my home town, the little village of Gillam is definitely a railroad town. We have trappers and fishermen here too, but the Hudson Bay Railway Roundhouse is the centre around which the whole town revolves. Here the staff repairs and services all engines running between The Pas and Churchill, besides supplying the town with electricity, and the Company houses with steam and water. A compact little town enjoying many of the comforts of more settled places. Housewives find their work lightened by all the modern

electric conveniences and life here can be made just as easy and much more restful than city life. Close by flow the streams where are found the haunts of the famed speckled trout. Some have weighed in at eight pounds and tourists come great distances every summer to fish for them.

At mile 332 is the famous Kettle Rapids on the Nelson River, a mile and a half of the most dangerous turbulent water to be found in the north. At mile 338 Sky Pilot Creek is famous for its speckled trout pools; at 349 flows the beautiful Limestone River, also a trout stream. Mile 352 is the historic embarkation point of the early waterway down the mighty Nelson to York Factory and Port Nelson, a scenic panorama of almost breath-taking grandeur which never fails to thrill all those who are fortunate enough to see it. At 374 the Weir River, another tributary of the Nelson, famed for its trout fishing. At 412 the little settlement of Herchimer and at mile 442 the Deer River, where at friendly Trapper's Hall tourists can get accommodation while they fish for the gamey little Arctic Greyling with which this stream abounds. Up to this point many good gardens are grown every summer, for though the season is shorter as you get further north, the long hours of daylight during the summer months, when for a time there appears to be no night, just the merging of twilight into dawn, is ideal for growth.

At the Port of Churchill great ships steam into our harbor through Canada's back door linking our country to far away shores all over the world, like neighbors dropping in for a friendly visit, and leaving behind them a promise of increased trade, which in future years will boost the growth and prosperity of our homeland. Although this is now the end of steel, there is talk of a railroad extending on around the Bay to make possible the opening up of new properties recently discovered.

We have reached our last frontier, but it is a vast spread of almost untouched richness, whose surface has only just been scratched. It still offers many years of exciting prospecting and adventure for the sturdy breed of men and women who revel in the thrill of exploration. They are still marching into the North, and behind this company of advancing pioneers, matching their wits against the rigors of the Arctic, Canada marches on.





## *Fisheries:* A Major Industry

. . . 5,000,000 Pounds a Year from Manitoba Waters.

The economic importance of the fishing industry in Northern Manitoba springs from several roots, all of which materially effect the welfare of the north. It comes under direct supervision of both the health department and the Game and Fisheries Branch at the Resources Department.

Some 67 lakes north of the 53rd parallel are fished commercially during the winter season and all particulars are supervised from The Pas. The new season begins on the third Monday in November this year and terminates next March 31st.

An annual harvest of approximately five million pounds of food is produced during this period. Thus the industry adds not only to our own domestic food supply, but also provides a large export business.

Some 600 fishermen participate in taking this huge winter harvest, and as many more find employment in the various

subsidiary industries which stem from the actual production.

A notable fact is that the fisheries of Northern Manitoba are particularly valuable in that they produce their annual harvest of food without any effort on the part of the reaper to re-seed the crop. Unlike our other natural resources, which are subject to depletion, fisheries, if properly managed, will reseed if the capital stock is maintained.

Conditions which tend to affect and in some instances deplete our lakes, are due to various factors. These may include poisonous waste from mines going into the lakes, and changes in water levels which affect spawning grounds. This last can be attributed to deforestation and cultivation of land to the water's edge.










Those who gain a livelihood by fishing  
(Continued on Page 87).



# Northern Manitoba . .

## TABLE OF SYMBOLS

Scale - 1" = 80 MI.

TRUNK HIGHWAYS		TOWNS & CITIES	
RAILWAYS		SEA PORTS	
POWER PLANTS		OCEAN LANES	
PULP MILLS		OIL WELLS	
AIRPORTS		COPPER	Cu
NICKEL	Ni	ZINC	Zn
GOLD	Au	URANIUM	UR
IRON	Fe		

By BERRY RICHARDS

CHURCHILL, Manitoba, January 15, 2000 (CP) — The Associated Chambers of Commerce and Industry met here in Churchill over the weekend of January 14th. A total of 145 delegates attended the Convention from all points throughout Northern Manitoba. Special mention must be made of the 15 man delegation from The Pas who travelled the greatest distance to attend the meet, from the most southerly point in the Region.

While the program was a busy one, encompassing all phases of northern life, probably the most significant feature of

the meeting was the tabling, and discussion of the Economic Report on the North. This report is the result of two years work by a special committee which had been set up at the last biennial Regional Conference held in Lynn Lake in 1998.

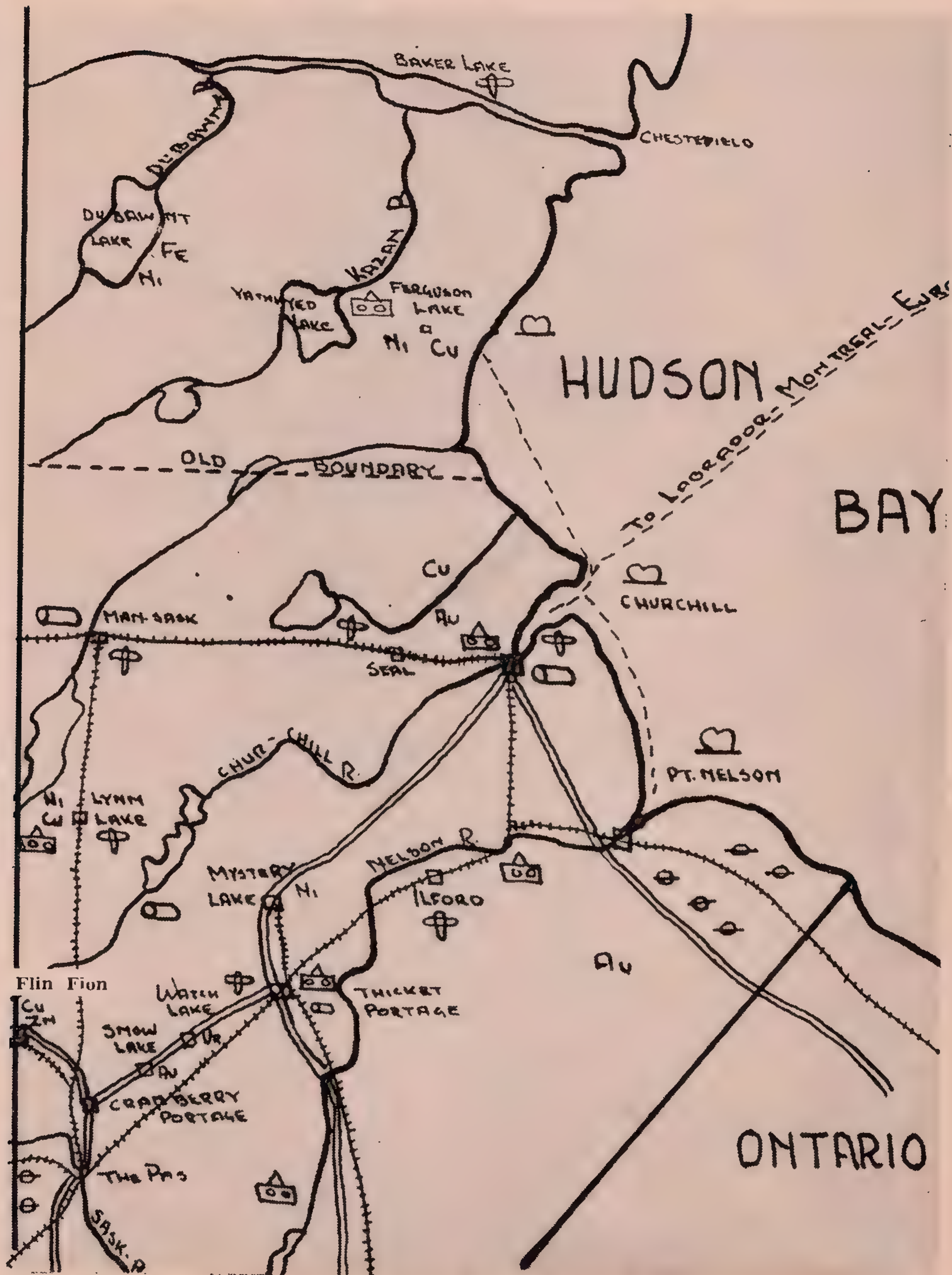
Because of the importance of this report the highlights are reprinted here.

The Report itself carries the title: "A Review of Industrial and Agricultural Activity in Northern Manitoba during the last half of the century."

Since the report deals with the different



... the Year 1999



Looking at the future ...



activities under separate headings the outline here is presented in the same fashion.

**POWER:** While the records show that immense power resources were known to exist from the early part of the century it was not until 1960 that any large scale development took place. Since that time four large hydro stations and one oil-burning plant have been constructed — three on the Nelson, one on the Churchill, and the oil-burning plant at Ferguson Lake. Plans at the present time include the building of an atomic power plant for the northwestern part of the country where permanent frost and inaccessibility to the coast make hydro and oil impractical. Since the recently discovered iron deposits in the Dubawnt Lake area, power for that part of the Region becomes an immediate necessity. Power produced in 1999 from all sources in Northern Manitoba totalled 3,000,000 kilowatt hours, more than twice the power the whole province produced in 1965.

Transportation facilities have generally kept up to the requirements. Considerable congestion had occurred from 1955 to 1960, before the double tracking of the Hudson Bay Railway was completed. Further relief followed the completion of the highway from Winnipeg to Churchill, via Thicket Portage and Mystery Lake. It is recalled that at one time the railway had been severely handicapped by lack of west-bound loads. The railway today is loaded to capacity with oil from the Port Nelson oil field, pig iron from Labrador, and nickel from within the Region, all being transported to the industrial centre of Thicket Portage and shipped south and west out of the Region.

With the building of the railway from Churchill to Waterways in Alberta, completed in 1987, there had been a noticeable upsurge of activity throughout the North, in which, of course, Northern Manitoba participated.

Probably the most rapid strides in transportation in the last 50 years have been made in the air. The east-west air express established in 1956 between Montreal and Edmonton via The Pas was a mere beginning. Since then numerous

bases have been built and the service extended to cover the whole North. Most air services now are using the new light atomic motors which have had the effect of greatly increasing loads and speeds.

The Saskatchewan River Waterways Project was finally completed in 1980, when for the first time it was possible to freight by water all the way from Edmonton to Winnipeg, via The Pas. Rail mileage has trebled in the Region since 1955.

### Mineral Development

Production of minerals still brings the greatest share of new wealth to the Region. The graph of mineral production over the last 50 years shows a steady increase with the figure now four times what it was then. Nickel, first produced in the area in 1953, now leads the parade, followed closely by uranium, copper, gold, in that order. With the discovery of iron in the Dubawnt Lake area and opening of several new operations recovering iron from sulphide dikes, iron promises to become an important mineral of the area. Considerable amounts of sulphur and sulphuric acid now are being produced from these sulphide bodies.

In the field of non-metallics, the Region has made important advances. At the present time there are two large lime and cement producers in the Region, and several smaller concerns producing building stone and brick. It is recalled that in 1975 a major discovery was made whereby with fine crushing and the application of intense heat and air pressure a superior light weight building stone has been made from the "country rock" of the Region. Two plants are now producing this product, both for home use and export to the prairie regions.

**OIL:** The first hint of oil in the general area was heard in December, 1952, when an exploration company in Ontario predicted large oil reserves in the James Bay area. Drilling was started first in 1960, and by 1970 a good field of medium oil was discovered. Work was not extended into Manitoba until 1970. In that year a wildcat struck oil at 2,875 feet about 25 miles south of Port Nelson. Drilling since that time has opened up a rather extensive field of medium oil at levels from 2,000 to



3,000 feet. Very little oil is used in the Region, with the exception of heating, and for the oil powered plant at Ferguson Lake mining operations. Most of it goes south to Central Canada, and some is exported from the Port of Churchill.

Gas and light oil was discovered in 1965 30 miles west of The Pas, and since that time has been used for heating, and for agricultural and industrial purposes in that part of the region.

### Forestry

Probably the greatest change of all has taken place in the field of forestry methods and wood processing. The old method of sawing logs into lumber came to an end with the closing of the last "saw-mill" in 1978. Since that time the new method of crushing trees and remolding into structural sheets and members has given rise to a major industry in the Region. Aluminum reinforced wooden structural members have completely replaced the "2-by-4" and other "dimensioned lumber". All pulp mills in the area, four now in operation, produce both paper and building materials in the same plant. The recently opened plant at Man.-Sask. is making use of the peat in the surrounding swamps, together with the smaller trees in the area and producing a variety of building products.

### Fishing

Fishing continues to be an important industry although it comprises a much smaller percentage of total production than it did in the past. Several canning and freezing plants now are in operation putting out a variety of canned and frozen fish products. Both salt and fresh water fish are processed by the plant at Churchill. The white whale industry which started in Churchill about the middle of the century continues to provide employment for about 100 men, fishing and processing.

### Agriculture

Agriculture in the southwest part of the Region has, for the last 40 years, been the larder of Northern Manitoba. The total acreage farmer occupied now exceeds 700,000 acres. This amounts to a 700% increase in the last 45 years. The most productive area continues to be the some 400,000 acres west and northwest of The Pas in the valleys of the Saskatche-

wan, The Pas, and the Carrot Rivers. A marked increase in market gardening has taken place in this area. Freezing and canning plants in The Pas have been the source of most of the vegetable and farm produce consumed in the north. Cattle raising has tended to move north with extensive herds to be found in the Cormoran area and other points along the Hudson Bay Railway. First quality alfalfa and clover seed is produced as far north as Thicket Portage.

### Steel Milling

This industry centred chiefly in the Mystery Lake-Thicket Portage district. This industry had its start when, in 1963, the first shipment of pig iron was brought into Churchill from the Labrador iron fields. This iron, together with the nickel produced locally, has been the base of an industry producing a wide range of steel and nickel alloy products. A continuous flow of cheap power from the Nelson River has been the mainstay of the industry.

### Population

In 1950 the population of the Region stood at 20,000. At the rate of Canada's natural population increase average of 3% annually, today's population should be 60,000. The actual figure today stands at 250,000 which means that over the last 50 years, a total of 4,000 new people have entered the Region on an average each year. This phenomenal growth is explained by the extensive industrialism which had its greatest impetus with the establishment of the rolling mills in Thicket Portage in 1963.

The report closes with the following statement:

"The North came into its own as a result of industrialization. This development sprang from the realization that began to seep into men's minds about the middle of the century . . . that industry should be taken to the source of raw materials and cheap power. The old practise of concentrating industry in congested centres, long distances from the source of materials has died out. We wish we could report that men had awakened earlier to this truth, and that they had sooner and more boldly harnessed the resources of this great Region."





The Family group is of paramount importance

## The Old ... and The New

By Rev. R. Milburn

The contrast between the old and the new is more noticeable in the Northern Indian than in any other group of people on the continent.

It is in evidence virtually in every aspect of their lives and economy: in their church, in their standard of living, in their occupations. It affects their education, clothing habits and outlook.

To put it briefly, two distinct classes of Indian have developed from this new life. There is the older Indian who lives much the same as he always did, trapping, wearing the same clothes, speaking his native tongue and avoiding wherever possible the use of English. And there is the

younger generation, those between the ages of twenty and forty, many of whom have been educated in day or residential schools, most of whom speak English as well as they speak their native tongue.

A few short years ago, the Indian still was a nomad who lived from day to day, spending his winters trapping and his summers in lolling around and doing odd jobs. Today this has changed so completely that it has been recognized by the Canadian Parliament, which two years ago made sweeping alterations in the Indian Act to give the Indian the full privileges of citizenship.

Probably the outstanding change is in



the standard of living. This is far more evident among the Indians living close to cities and towns, such as on The Pas reservation, than it is among those who live in the isolated settlements of the far north. Nevertheless, even among the latter the change is apparent. Their houses are better built, and the conveniences of modern living are to be found in them more and more every year.

Probably the prime mover in this evolution was the two world wars. Hundreds of Indians enlisted in the services, most of them choosing the army. They were sent to all parts of Canada, and many served in Europe. When they returned, they realized that what they found required readjusting, and they set about to do it.

The seeds sown by those who served in the first war were slow to take root. But the Indian veterans persevered. In the councils and in their daily life, they did their best to make their people see the need for change. Then back came the hundreds from the second war, with even newer ideas, and above all the knowledge of how to put them into effect. The weight of numbers tipped the scale, and the Department of Indian Affairs, happy to see the work of years beginning to bear fruit, helped out at every turn.

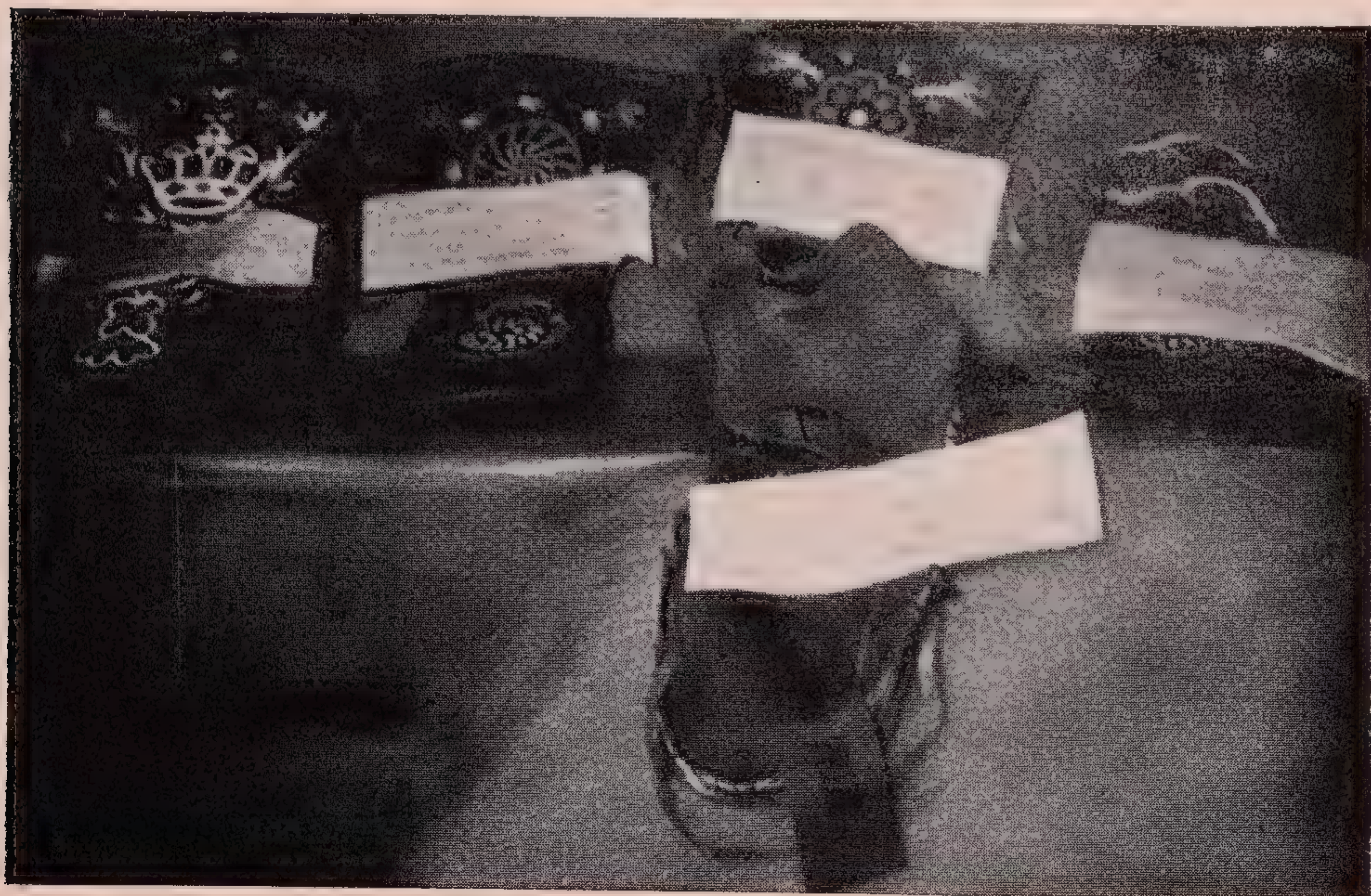
Whereas a few years ago the Indian seldom went far from home, today those with school education can find steady



Special award Indian Handicrafts

employment in any of the dozens of industries in the north. They work as sectionmen on the railway, as wood cutters for the pulp and timber camps, on the tractor trains, as fishermen, carpenters, road builders and others. Nor have they given up trapping, their ancient heritage, but employ more modern systems such as the registered trapline plan of the Department of Mines and Natural Resources.

One of the most important industries the Indians in The Pas have begun is farming. The band owns several large tracts in the rich Carrot River Valley, close to



Prize winners Indian Handicraft



The Pas, and they are farming it very successfully as a community endeavor. With the assistance of the Indian Department in matters of buying equipment and marketing their produce, the band has bought tractors, trucks, and mechanized completely the whole project. Doing all the work themselves, they took off a crop of more than \$10,000 in 1953 and plan on enlarging the farm considerably this year.

On the reserves throughout the north, a vast change is noted. Many reserves have sawmills; most of the new houses are frame instead of log buildings; many home owners are installing fireproof chimneys; several reserves have their own movie houses, operated by Indians; homes are being insulated to save on fuel. The old tin heaters are being replaced with modern wood ranges. Several individuals run their own businesses, such as power saws for cutting the stovewood.

A big change is noted too among the women, most evident on reserves where there are good traders who encourage them to better themselves. The women have

to be coaxed to attend the band meetings, and to speak their minds, and once started it is hard to stop them. They are not so scared of the man of the house as they were a short time ago. The women now get a vote in band affairs, such as expenditures and elections. Community halls for entertainment of young and old are playing a large part.

The change is presenting a bit of a problem to the church. In the old days, services were conducted almost wholly in Cree, and special prayer and hymn books in Cree syllabics have been printed. But the young Indian, educated in schools, cannot read the syllabics, and the older ones can't read the English. Thus very often separate services have to be held for each.

A strongly religious people, the Indians of the north believe that their ministers should be well looked after. On The Pas reserve, for instance, they have a fund to build a modern manse.

And so, this year and in the future we can see the Indian taking his rightful place in the society of our north.

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# By Such as These ~ ~



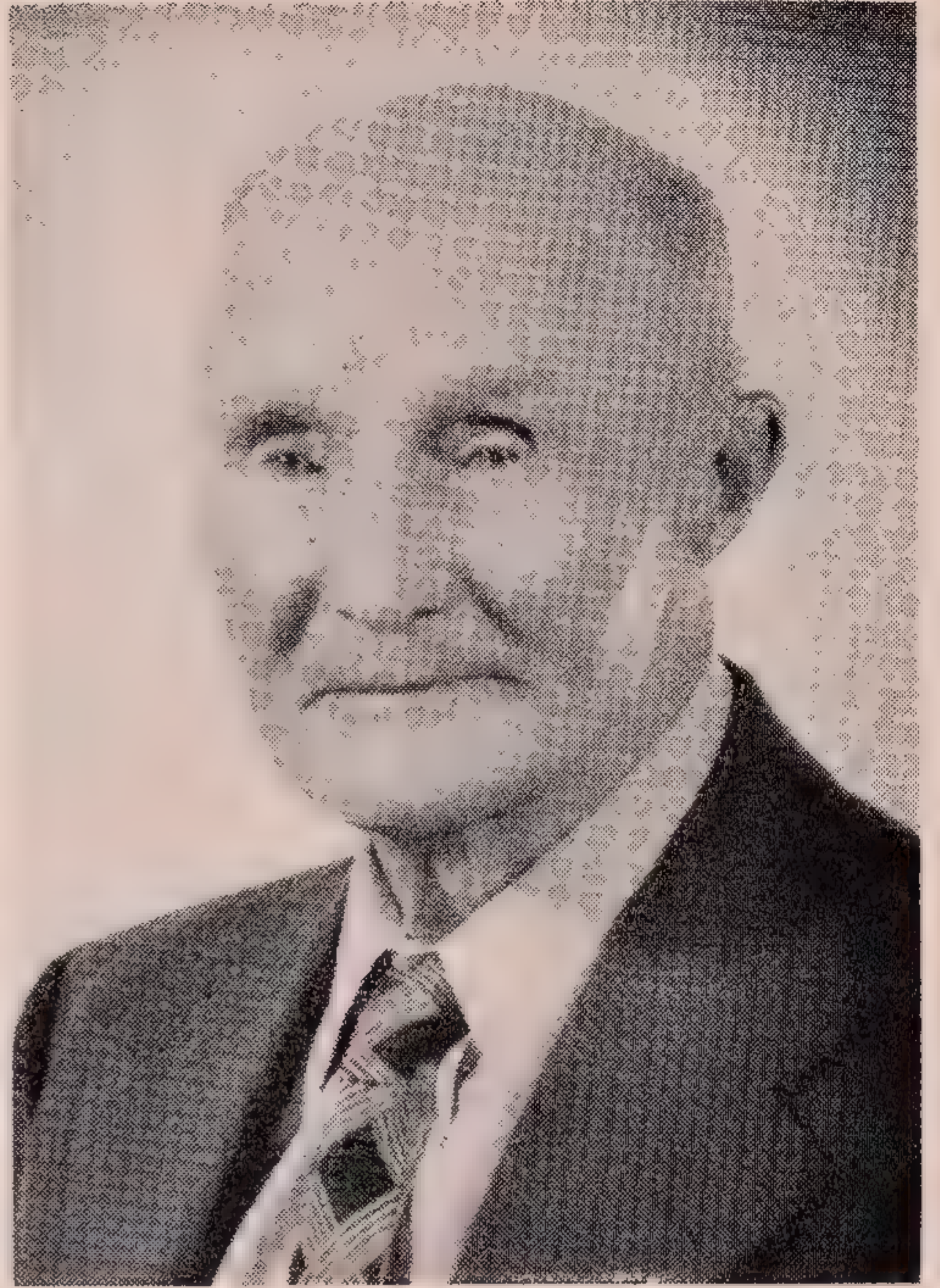
GRANNY COCHRANE, THE PAS.

Truly a representative of the North, of Cree, English, Scotch and French ancestry, Granny symbolizes the kindness of the Indian, the wit of the French, the integrity of the English and the thriftiness of the Scotch. Her birthplace is the North—Grand Rapids, born in 1873. She has travelled the North, by canoe and York boat. While never having attended school herself, she was determined that her children received a good education. And they have, thanks to her determination and her guidance.

Her loving care has extended far beyond her own family; she has been a "mother" to many children of trappers, traders and fishermen, who have left their children in her care while they sought their livelihood in the bush.

You will see Granny at the Festival, for she "gets around". You will know her by her kind face, by her infectious laugh that makes the world laugh with her; and you will know her, too, by the merry patter of her feet as she dances the jig, though she has passed her 80th year.

Granny Cochrane—one of Northern Manitoba's grand old ladies.



JAMES CROCKFORD, THE PAS.

With a memory better today than it was fifty years ago Jim recalls his first visit to Cumberland House. It was in 1901 when he travelled down the Saskatchewan River by boat from Medicine Hat. He returned again in 1906 and from that day to this has been a resident booster and worker for the North.

His experiences have been many—first a trapper at Cumberland House; a fisherman at Goose Lake from 1917 to 1919 selling whitefish delivered to The Pas by team for seven cents a pound; an employee of the town of The Pas from 1921 until his retirement in 1949 as carpenter and park keeper. He recalls the building of the first cement sidewalk in The Pas in 1921 when Horace Halcrow was mayor.

Jim is almost 86, having been born in Somersetshire, England, on March 11, 1868. He has not "retired", but spends his time in his well kept garden and keeps in shape by sawing wood in the winter. He is a joy to talk to, with his remarkable memory, his cheerful chuckle and keenness of mind.



# The North Was Built



**BILL HUGHES, FLIN FLON.**

There is hardly an oldtimer who has not at one time left the country "never to return", and is here today. Bill Hughes of Flin Flon is one of these. He said his good-byes in 1925 to become a farmer near Portage. "It took me just one year to decide I was not a farmer," he jokingly remembers. "I knew the north country was the place for me."

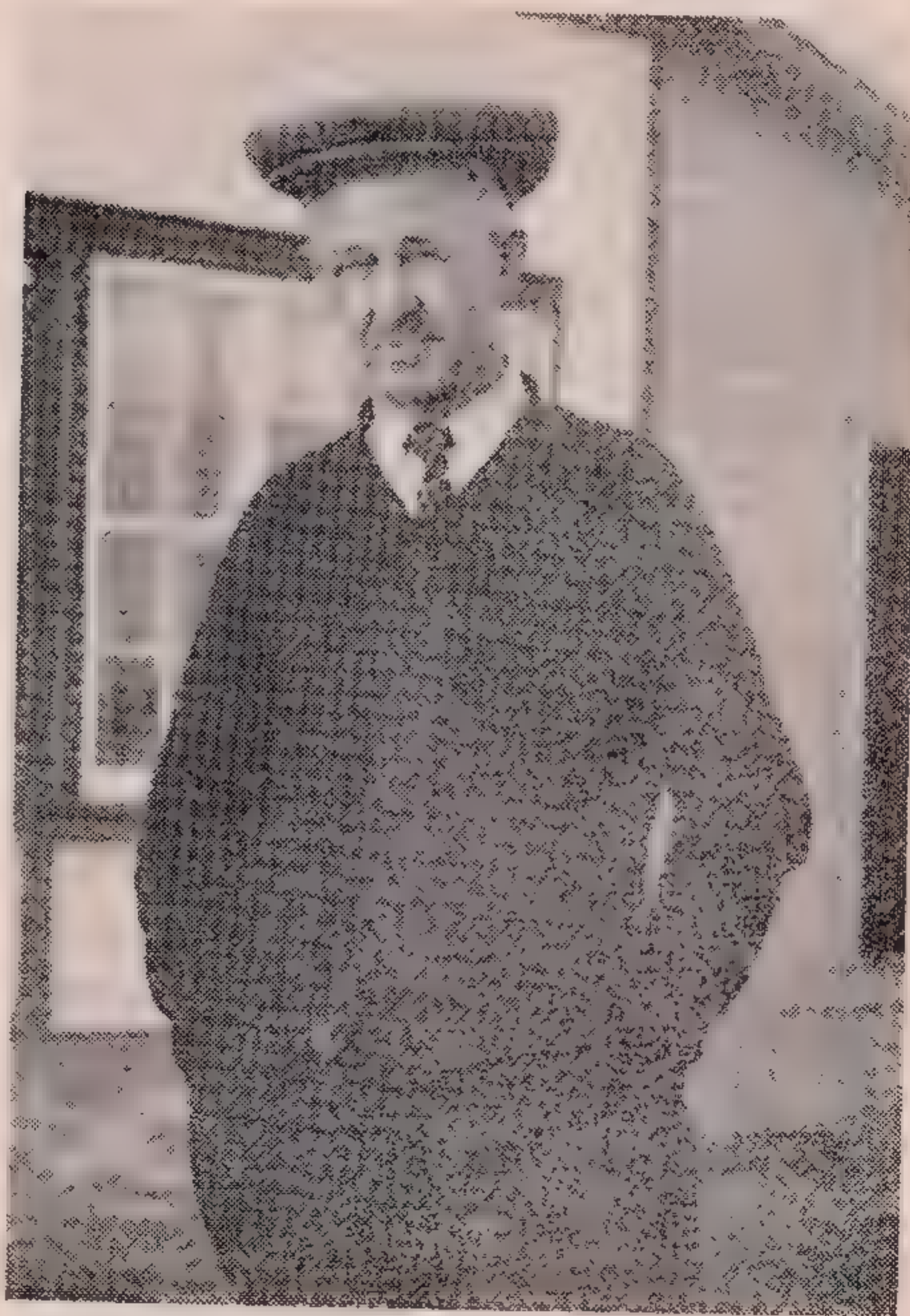
Bill Hughes came to The Pas in 1911 on a hunting trip, and the next year returned to stay, going into business with W. H. Bunting. He recalls packing the supplies for the prospecting trip that unearthed the huge ore body at Flin Flon.

His services to the North have been many: served in the First War; salesman for Western Grocers; The Pas office manager for the H.B.M. and S. in 1927; operated a retail concern and also an insurance and real estate business in Flin Flon from 1928 to 1933 at which time he was appointed by the Liquor Commission. He will be retiring this year after 20 years' service.

Bill Hughes has always been interested and active in community affairs, as past

manager of the Bombers, organizer and active member of the Flin Flon Chamber of Commerce and their first president, charter member of the Masonic Lodge and a member of the Royal Arch Chapter, a former Rotarian, member of the Legion Executive and on the vestry of St. James' Anglican Church for 15 years. He has been active in seeking a highway to Flin Flon and was instrumental in having Number 10 highway named from the border to Flin Flon.

Bill Hughes has certainly earned the privilege of being included among "Such as these built the North".



**DICK DAVIDSON, WABOWDEN.**

Do you want to get a boost? Then talk to Dick Davidson about the North. He's a busy man in his general store at Wabowden, but he'll always take some time to talk about his favorite subject—the North and its possibilities.

He first came to The Pas on foot—a twenty-mile trek from the end of steel

(Continued on Page 77).



Welcome, Trappers and Visitors, to . . .

## NORTHERN MANITOBA TRAPPERS' FESTIVAL

SEE OUR WINDOW DISPLAY OF  
INDIAN BEAD WORK

### W. SAIKO

THE PAS, MAN.

PHONE 730

Welcome

Trappers

and

Visitors

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WELCOME . . . TRAPPERS AND VISITORS

— to the —

SEVENTH ANNUAL TRAPPERS' FESTIVAL

## GARAND SHEET METAL WORKS

Phone 186

— The Pas, Man.



# THE PAS

## *Gateway to the North . . .*

One of the oldest settlements in the history of the Canadian West, The Pas still thrives with the vigor and enterprise of a frontier town.

With its position as the natural gateway to Manitoba's northland, the town's commerce and color depends to a large extent on the channelling of the land's tremendous natural resources, and on the channelling of men and equipment to develop these resources.

Because it is one of the few urban centres on the fringe of the last American pioneer area, The Pas is affected by every new development in the vast unpopulated territory north of 53.

Almost without exception, the fish, fur, minerals and lumber coming out of the north are routed through The Pas, which is the crossroads of all avenues of transportation to and from Winnipeg . . . the commercial centre and capital of Manitoba. Air, rail, water, and road communication lines fan out from the pretty little town at the junction of the Saskatchewan and the Pasquia Rivers. And because of this, the town is the logical jumping-off place for trappers, prospectors, hunters and fishermen, as well as vacationers seeking adventure in the uncluttered wilds of the Canadian northland.

Long before the white man came, The Pas was an Indian encampment, and when the Hudson's Bay Company agent, Henry Kelsey, passed through this area in 1691, he started the first fur trading operations. But it wasn't until 1741 that the sons of the famous French explorer, La Verendrye, built Fort Paskayac on the small ridge of land at the junction of the mighty Saskatchewan and Pasquia Rivers. A white settlement grew up around the small fur trading post, and today, two-and-a-half centuries later, the fur industry still is all-important to the town and people of The Pas.

The thousands of square miles of swampy muskeg peppered with hundreds of lakes which make up the Saskatchewan

River delta provide a natural home for fur-bearing animals. And pelts from these animals, the muskrat, beaver, mink, weasel, skunk, wolf, fox and bear, produce an annual income of more than \$500,000 in The Pas alone.

Other industries which contribute to the importance of the town are lumbering, fishing, farming, mining, transportation, administration and tourism.

The color and character of the town of 4,000 friendly people is an asset in the newly developed industry of tourism, which is based on the excellent facilities for camping, sport, hunting and fishing, and canoeing available in the area around The Pas.

Within the last few years, more than 20 vacation camps and hunting and fishing lodges have been built on the shores of the fish-filled lakes between The Pas and Flin Flon . . . camps that have housed holiday-minded sportsmen from all corners of Canada and the United States.

A world record-sized trout weighing 63 pounds was caught a few years ago in one of the nearby lakes, and since that time scores of giant fish weighing from 30 to 55 pounds have been hooked. Northern Pike from 20 to 40 pounds and Walleye Pickerel eight and nine pounds keep the visiting fishermen coming back year after year.

A summer event attracting increasing hundreds early in July is the Annual Trout Festival centred around Flin Flon. The biggest lake trout taken wins a new car, and \$500 awaits the winners of the 125-mile canoe race.

Another thrill for the vacationing sportsman who uses The Pas as his headquarters, is casting for brook trout and Arctic grayling along the Hudson Bay rail line which runs between The Pas and Churchill. It's still a wild, uncharted part of the north where the grayling and brook trout frisk in the cold waters, but last year hundreds of fishermen braved the flies and the hardships to enjoy the sport.

American hunters drive, fly or travel



by train each fall to make their annual pilgrimage to the ducks and geese which thrive in the marshes surrounding The Pas. At this time of the year the town is brisker and busier than ever, catering to the visiting hunters and preparing for the shifting seasons which mean so much in the northland.

And deep in the heart of the winter comes the most important and colorful event

for the townspeople, as well as for hundreds of trappers, prospectors, Indians, Eskimos and visitors from near and far who converge on The Pas for fun and frolic.

It's the annual Trappers' Festival with its week-long program of dog derbies, parades, carnival games, sports events, dancing, fur displays, handicraft exhibits, goose-calling . . . everything that shows the spirit of the real north.



## *. . . Manitoba's Third Largest Centre*

# FLIN FLON

The town of Flin Flon won acclaim first as the home of one of the world's great base metal mines, a position which it still holds, but today this Northern community on the Manitoba-Saskatchewan boundary rightfully claims a far more important position in the arena of Canadian affairs.

Its population of close to 14,000 souls, together with its geographical location, lends it a high rank among the commercial centres of the province. Since the first cluster of cabins was built near the Hudson Bay Mining and Smelting Company's experimental works more than twenty-five years ago, Flin Flon has experienced a business and cultural growth second to none in the country.

Flin Flon is a prime example of new and major centres which now are developing throughout the north. It is an urban centre which has mushroomed from the rocks, lakes and muskegs, spurred on by the exploitation of the great mineral body beneath its surface, which produces copper, zinc, gold, silver, cadmium, selenium and tellurium. From its small beginning, it has come to know a postwar building boom of more than a million dollars annually. Its recent program of sewer and water installation, street paving and subdivision development have made it as modern as any other Canadian city.

Besides employing more than 2,700 men and women, the H.B.M. & S. is expanding its mining operations from the main ore body to establish subsidiary mines in the surrounding district. The company's hydro

power plant at Island Falls supplies electricity to Flin Flon and Snow Lake. Research for new ways to extract valuable metals from Flin Flon's complex ore is going on continually, with the result that new plants are built and employment is increasing steadily.

Flin Flon is a prosperous community with a well constructed business section. Over 2,600 children attend its modern schools. With the completion of No. 10 highway a few years ago, visitors from the south have easy access to the sporting playground of the Flin Flon-Beaver Lake area, where summer resorts are building tourism into a profitable business. The annual Trout Festival brings an increasing number of visitors to the area each year.

The town also is a centre for several of the natural resources industries of the north. In its marketing area are commercial fish filleting plants, bush air lines and diamond drilling companies, to name a few. The town itself is adequately serviced with ultra modern hospitals, medical and other professional men, wholesale houses, retail stores and hotels. Its radio station, CFAR, is truly the voice of the north, for it carries the news of all of Northern Manitoba and much of Saskatchewan. Its two daily newspapers blanket local and foreign events.

In truth, Flin Flon is a town which has known practically nothing but prosperity since its beginning, and its pioneer spirit and aggressiveness has made a notable contribution to the economy of Canada.



# **Flin Flon Trout Festival**

Flin Flon and Northern Manitoba as a whole will be looking forward shortly to the fourth annual Trout Festival, the biggest event of the summer season and one of the most interesting from many points of view.

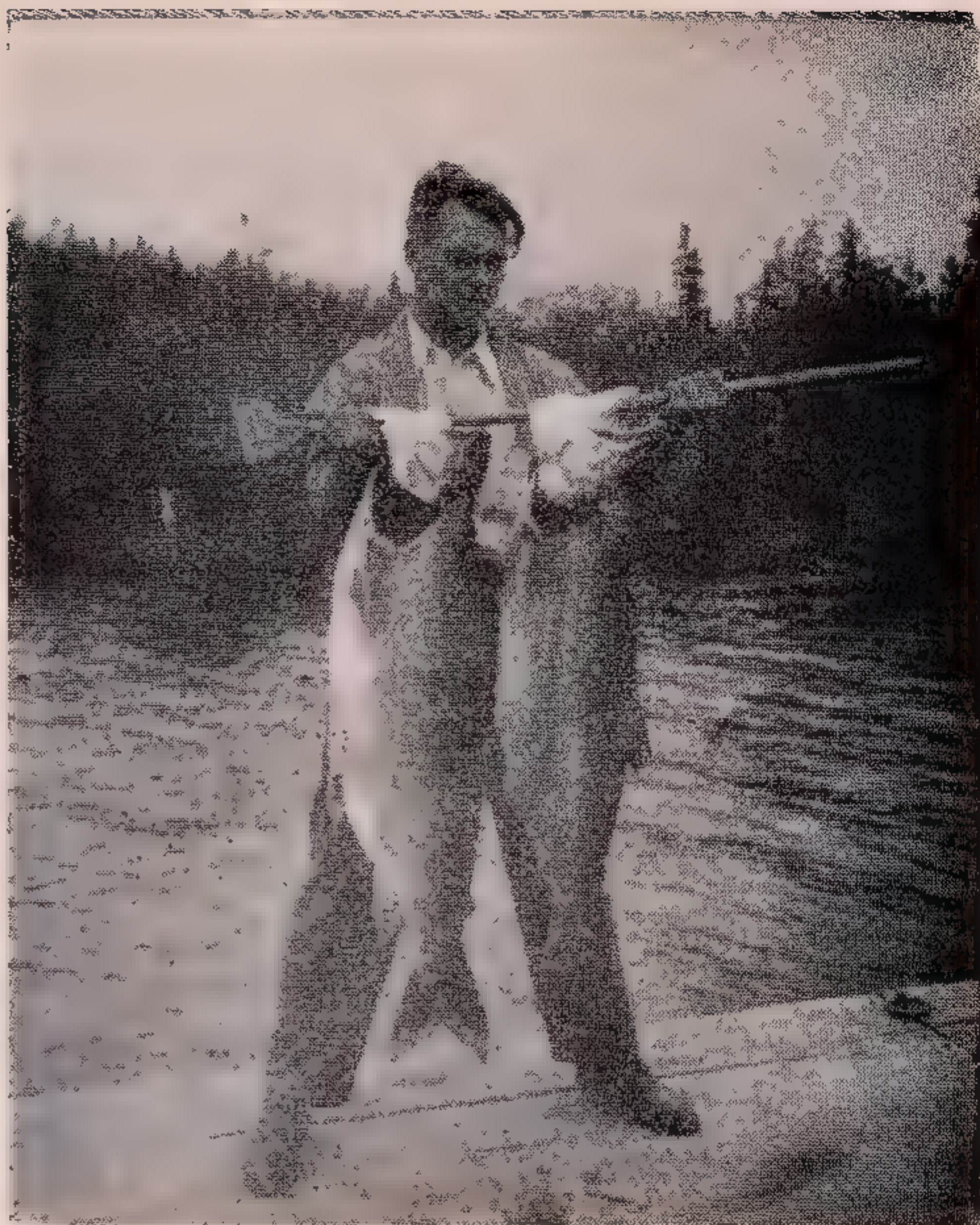
The successful Trout Festival held last summer saw its major competition, the trout derby, draw entries among visitors from all across Canada and many parts of the United States. The first prize of a new car to the angler who brought in the heaviest trout has won for this Festival wide recognition throughout the country.

The known fact that huge lake trout are often caught in Northern Manitoba—Lake Atapapuskow holds the world's record of 63½ pounds—was given a material lift when Fred Constable copped the prize with twin beauties—37½ pounders—in 1952 and Jim Bell was the proud winner of a 1953 Chevrolet by taking a 36-pound, two-ounce trout out of Atapapuskow Lake at last year's event.

Another fabulous contest of the Trout Festival is the Gold Rush Canoe Derby, and its first prize of \$500 was won in 1953 by Roy Jackson and Paul Haugen, both of Flin Flon. The previous year, at that time partnered with Orris Sage, Roy Jackson came within five seconds of beating Karl Ketter and Dick Mueller of Minneapolis who were the winners of the 120-mile race that year.

Doreen Anderson, this year's Flin Flon entry for Fur Queen of the North in the Trappers' Festival, after winning the beauty contest at Phantom Lake, was crowned last year's Queen Mermaid at the Trout Festival.

But the Trout Festival means much more to Northern Manitoba than just a good time. It has opened publicity channels to the south which hitherto were non-existent. It is not an outside possibility that more Americans and southern Canadians than ever will be driving, riding or flying this way come next July, when the fourth annual Trout Festival rolls around and the



Twin giants which won a car.

anglers start in earnest to go after those big scaly giants that make our North so enviable.

From

**CFAR**

to

**The Northern Manitoba  
TRAPPERS' FESTIVAL**

**CONGRATULATIONS!**



# CHURCHILL

## *. . . of Wheat and White Whales*

Manitoba's gateway to the Arctic lies in an enviable location, at what with only slight imagination can be foreseen as the crossroads of Canadian commerce.

Just over 500 miles from The Pas on the Hudson Bay Railway, Churchill boasts a seaport capable of handling millions of tons of shipping every year. Its large and well equipped airport can accommodate the world's largest cargo, passenger and military planes, and this, together with its geographic position on the crossroads of the shortest trans-world airways, augers well for its future as a vital transport centre. What is planned with regards to such things as military roads, highways or rail extensions insofar as Churchill is concerned is anybody's guess, but it has been established that all are feasible, which means that any large expansion of the port's business probably would result in a good deal more construction work.

Besides the giant military establishment, Churchill has several industries at present, as well as others in sight, which puts the town in the forefront of northern speculation. The mining exploration work at Ferguson Lake and Rankin Inlet in the Northwest Territories to the north of the port is having an effect on the business of the town, while the fur and white whale fishing industries of Hudson Bay have been financially successful for many years.

Churchill's huge grain elevator which is the hope of prairie farm groups for a short route to Europe, is one of the most modern in the world. The landlocked harbor makes it possible for ships to load and unload in any weather. This year, in spite of a slow breakup of ice on Hudson Bay, 28 deep sea ships carried over 10 million bushels of western grain away from Churchill, as well as bringing in a record tonnage of imports. But this is but a drop in the bucket beside the port's potential. With existing facilities, the elevator can handle 100,000 bushels of grain an hour. Mechanical equipment can dump a grain

car in three minutes. Three grain boats can be loaded at the same time at a total of 80,000 bushels an hour. In all, 50 million bushels of grain could be handled in a season.

Assurance has been given that the elevator is to be expanded.

The town itself has streets which reflect its colorful history: Kelsey, Hudson, Franklin. Two hotels, several stores, a hospital, school, curling rink, two churches and a community hall are included among the facilities which service the town's 500 residents.

And as the eyes of the province turn northward, the importance of this ocean port becomes more evident by the year.

— ★ —

**FLASH!**

## **Aurora Photo Studio**

The Pas, Man.

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**GET PHOTOGRAPHED BY OUR  
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DURING FESTIVAL  
Free Lance Photographers**

**Murray McKenzie — Irvin Allen  
205 Fischer Ave.**



# John Fisher Reports



"So long as there is life in my frame, I shall never forget The Pas Dog Derby . . ."

## On the Seventh Annual NORTHERN MANITOBA TRAPPERS' FESTIVAL

The people of the North, and the visitors to the 1950 Trapper's Festival, will never forget John Fisher's contribution at that time. He supplied the spark, and the voice, that brought the story of the festival to thousands of Canadian Fisher fans, from coast to coast.

It is then with the greatest of pleasure that we welcome him to this festival. This is indeed a Canadian event, honoring as it does our resources, our trappers, miners, bushworkers and our Indian population. It is completely appropriate that John Fisher, perhaps Canada's leading advocate, should be here . . .

He will arrive for the first day of the festival, and remain until the third, leaving to meet a broadcasting appointment in Winnipeg on Friday.

The north has a real friend in John Fisher, and it is an honor of no small magnitude that he, a man both busy and in national demand, should choose to visit the Trappers' Festival.

OUR BEST WISHES TO THE  
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THE PAS, MAN.

PHONE 271



# FUR QUEENS of the NORTH

## Miss Flin Flon

Beauty and personality are two valuable assets in a woman, and the North is rightfully proud of its women in this regard. But without popularity, without that spirit of friendliness and that touch of individuality, the Queen of the North would not truly represent this free and neighborly country.

That is why, when we select our Fur Queen, we do all in our power to choose the girl who is most representative of all our northern communities . . . the girl who is not only lovely to look at, but who takes part in all the many activities of the real north, and works willingly toward the future of this great land. She is, truly, the Fur Queen of the North.

**She Will Reign at  
This Year's Festival . . .**



**PAT ABRAM**

Pat will be the reigning Monarch over this year's festival until the third day, when the new Queen will be named.

Pat makes a perfect queen, for she has queenly qualities, with her quiet, friendly personality, her ready smile. She is a blue-eyed "brownette" and her beauty makes her outstanding.

Sports play a big part in Pat's life; she has many interests: bowling, skating, curling and skiing are among her accomplishments.

We are proud to bow to you, Pat, our reigning "Queen of the 1954 Festival".



**DOREEN ANDERSON**

Doreen Anderson, Flin Flon's entry in this year's Trappers' Festival Queen Contest, is a pretty 19-year-old girl born in Foam Lake, Saskatchewan.

Her address is 89 Channing Drive, where she lives with her family. She is employed by the H.B.M. & S. Co., Ltd., as an office clerk.

She is five feet 6 $\frac{3}{4}$  inches tall and has brown eyes. Last summer she took first place in the July 1st bathing beauty contest held at Phantom Lake. Later she was crowned Queen of the Trout Festival by Cliff McKay and will continue to reign until a new girl is chosen this coming summer.

After completing grade 10 in Flin Flon, she took a combined grade eleven and business course in Winnipeg.

Doreen curls, plays tennis and swims, and enjoys boating and fishing.

She is sponsored by the Mine Underground Sports Association in conjunction with the Flin Flon Trout Festival Association; her manager is Colin Harrell.

(Continued on Page 62).



# Cranberry Portage

*... of Lakes and Streams*

A little more than fifty miles due north of The Pas, served by both No. 10 highway and the Canadian National Railways Flin Flon and Sherridon lines, Cranberry Portage may well claim to be the heart of the tourist country in the north.

In the lakes surrounding this picturesque village abounds some of the finest sport fishing one could wish for. To keep up with the northward trend of the tourist movement, which ever seeks newer and more plentiful waters, Cranberry Portage businessmen are doing a fine job of building the facilities to encourage and assist the influx of visitors. There are several first class camps already in the area, and others will be built in the future. In this they are assisted by the provincial government, which has embarked on a program of keeping the magnificent Athapapuskow and Cranberry Lakes stocked with fish.

But even more than this, Cranberry looks to the development of mining and other industries of Northern Manitoba for a future prosperity. This is the junction of the Flin Flon and Sherridon railroads, and from Sherridon, the C.N.R. now is building a 140-mile rail extension to Lynn Lake, designed to open a vast area to the mining, fishing, trapping and other industries. As the traffic over this line increases, so will the economic importance of Cranberry Portage rise in proportion, both as a rail junction and as a source of supply.

Before 1928, when the railway reached Cranberry, the town was merely a stop-over on the route of the fur brigades, the

travelling Indians and others. Its magnificent scenery, while appreciated by the few who saw it, was not to be admired and lauded by the multitudes of visitors for another two decades. In 1928 came the gold rush into the north, and with it the first signs of prosperity for Cranberry Portage. Since then, although the actual boom largely dissipated, the town has never looked back, and today enjoys the more preferable vista of slow but steady growth.

The population is well served by a modern hotel, sufficient stores and business places to take care of the visitors' and residents' every need, churches and recreation establishments.

And, in common with the rest of this fabulous country, Cranberry Portage stands ready to welcome one and all in true northern Manitoba style and friendliness.

Best Wishes for a  
**SUCCESSFUL SEASON**

**K A Y S**  
**Limited**  
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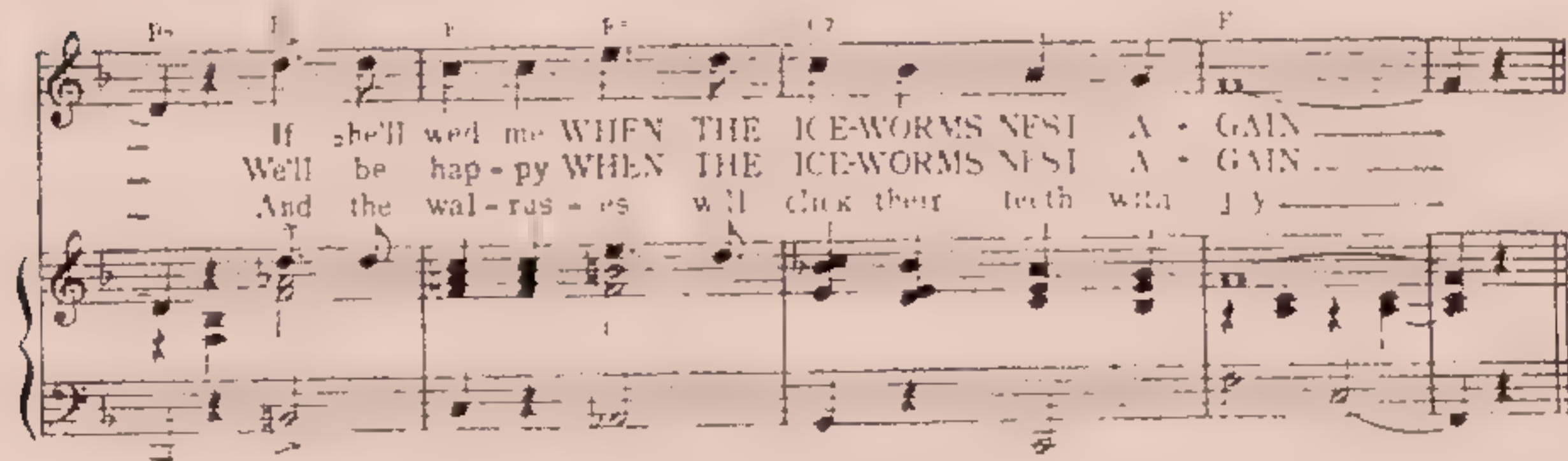
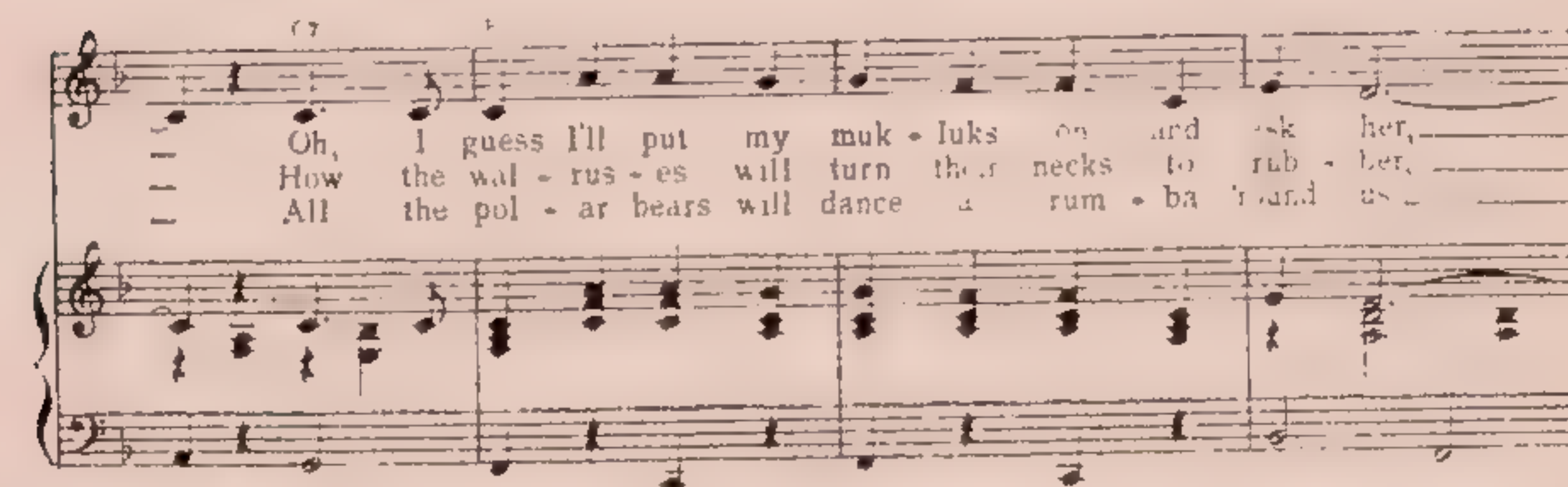
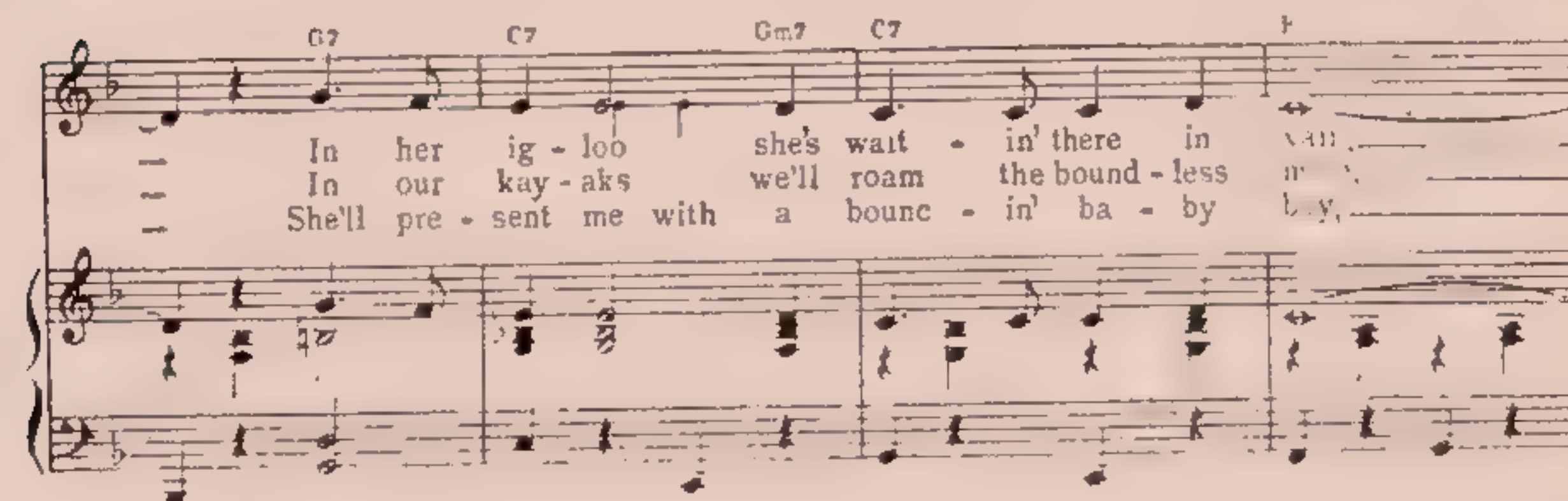
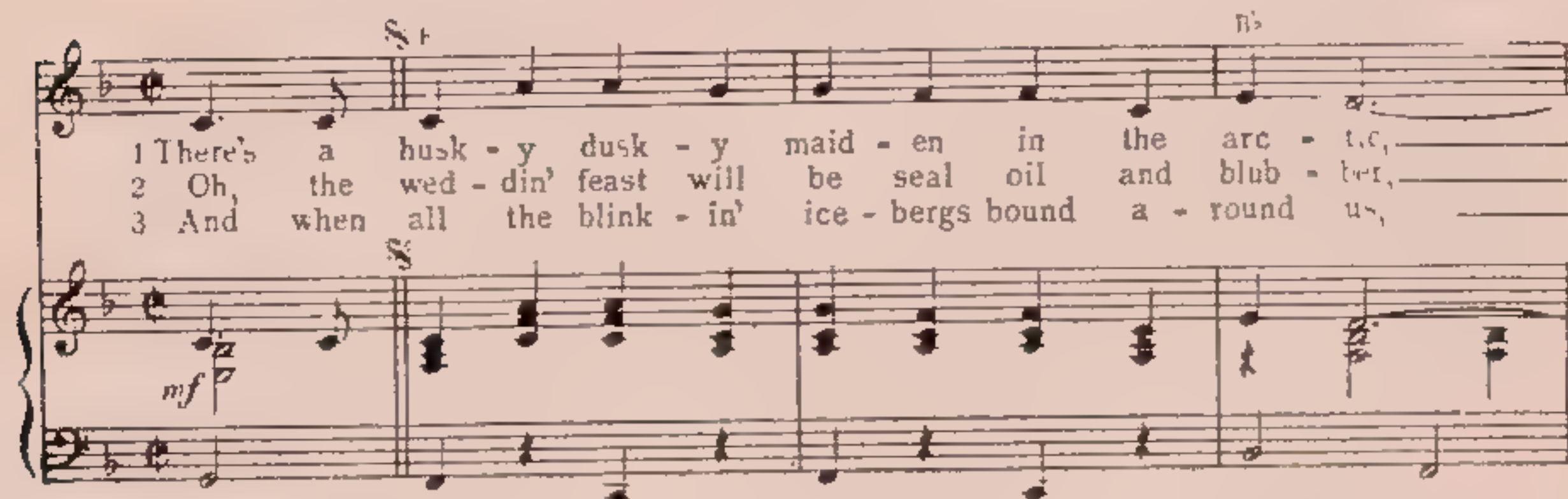


# When The Ice-Worms Nest Again

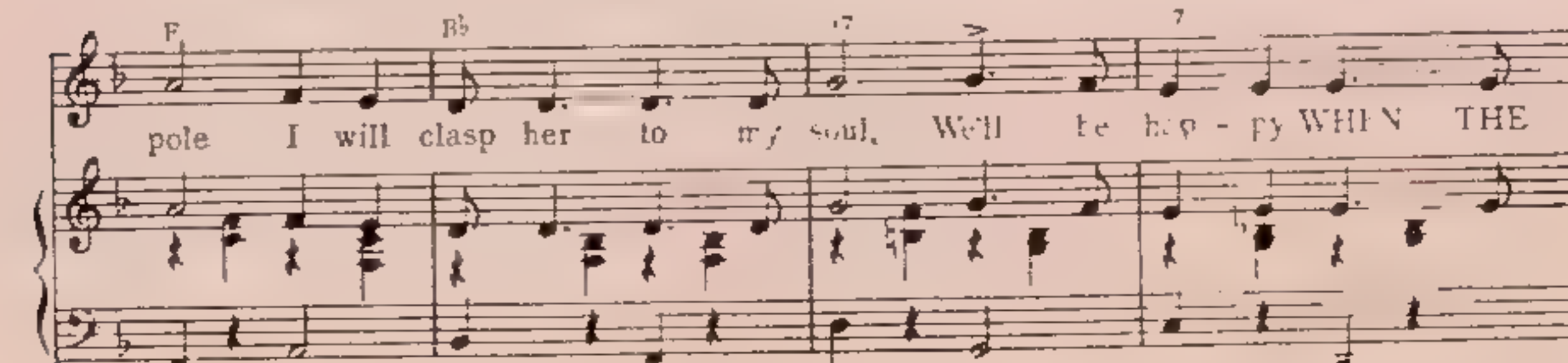
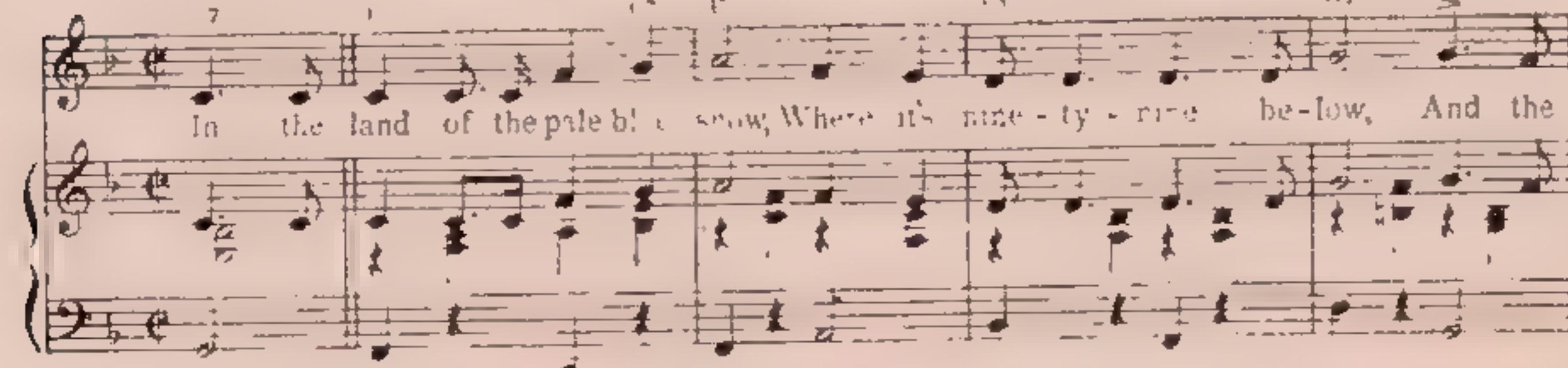
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Words and Music by  
MONA SYMINGTON  
MARION WILLIAMSON  
JOYCE KOLGAN

Brightly



Chorus





# B-R-R-R IT'S COLD OUTSIDE

Words & Music by  
Grace A. Weir

CHORUS

B-R-R-R IT'S COLD OUTSIDE DON YOUR MUKLUKS PARKAS TOO

B-R-R-R IT'S COLD OUTSIDE CLOSE THE DOOR SAYS CARIBOU

VERSE

1- THE QUEEN IS CHOSEN AND IS WEARING HER CROWN THE PRINCESSES GATHERED ROUND THE KY THRONE - THE  
2- THE DOG RACE STARTIN ON THE SECOND DAY A THOUSAND BUCKS AINT JUST HAY  
3- THE NORTHERN LIGHTS AS CLEAR AS A BELL LIGHTING THEIR WAY ON THE SNOW WHITE TRAIL, THE

ARCTIC OWL A - HOOTIN WITH GLEE 'CAUSE THE TRAPERS ARE ALL ON A GOOD BIG SPREE  
DOGS A-HOWLIN' AND RARIN TO GO, HURRAH MUSH GEE HAW LETS GO  
DOGS DOG-TIRED AND MUSHERS TOO; A-HEADIN FOR THE PORTAGE AND A REST OVER DUE





Four days of interesting events.

## *The Trappers' Festival*

"On behalf of the Northern Manitoba Trappers' Festival, I welcome you to The Pas, and trust you will enjoy the program of winter sports we have arranged for your entertainment."

With these words Henry Fishman, general chairman of the first annual Trappers' Festival, greeted the crowds which flocked to The Pas, January 22, 1948.

The primary object of the Festival was a get-together of trappers from northern Manitoba to coincide with the meetings of the Manitoba Fur Advisory Board. But that first Festival was more than that; it was a revival of the festivities which used to reign during the years from the end of the First World War until 1931, when trappers, traders and people from all across the north would visit The Pas to watch the famous 200-mile The Pas Dog Derby.

The winners of that world's championship long distance race carried the name of this town and Northern Manitoba to

the far corners of Canada. Such great mushers as William "Shorty" Russick, Earl Bridges, the immortal Emil St. Godard and others took their teams from The Pas to the eastern seaboard, racing against all comers and seldom tasting defeat. They raced in the top events both in eastern Canada and the United States.

Since its revival in 1948, the Trappers' Festival again is making headlines and news throughout the continent. In the words of the CBC's John Fisher, who was a guest at the 1950 Festival: "So long as there is life in my frame I shall never forget The Pas' dog derby. I have seen airplane races, car races, horse races, even greyhound races, but nothing to compare with your dog races. All over this continent, from Florida to Newfoundland, I have told about it . . . Without the dog, we would still be a tree-bound and lonely colony. The Pas is the last place to really honor these friends of man."



Welcome to . . .

## The Trappers' Festival

**VULCAN MACHINERY  
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Dauphin Port Arthur

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At Your Service ————— With Equipment That Serves

WELCOME, VISITORS AND TRAPPERS

**BERT'S QUICK FREEZE**

MEAT MARKET

Modern Up-to-date Refrigeration

N. of 53

THE PAS, MAN.

PHONE 678

Welcome, Trappers and Visitors  
to the Seventh

MANITOBA TRAPPERS' FESTIVAL

**R. B. LARSEN**

THE PAS, MAN.

PHONE 680



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IN THE NORTH

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## Mumford Medland Ltd.

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MOTOR OIL

## William Penn

HEAVY DUTY MOTOR OIL

Local Rep.

GEORGE DRINNAN

## NORTH STAR OIL LTD.



This fame has not been attained without three very important contributions. The first is the generous support and co-operation of the people; not only in The Pas itself, but business men and residents throughout the North and those business firms in the south, also, who have donated prizes and money. The second has been the fine publicity received through the press and radio both in Canada and the U.S., particularly from the Canadian Broadcasting Corporation, radio CFAR at Flin Flon, The Winnipeg Tribune and the Winnipeg Free Press, the Northern Mail and the Daily Reminder at The Pas, and the Flin Flon Daily Reminder and the Flin Flon Miner. All these networks and publications will be covering the 1954 Festival. The third is the spirit of initiative and co-operation among the men and women of The Pas who have formed the executive and working committees to operate the Festival since its inception. Without this unstinted work and planning, the Festival would not exist.

The Festival belongs to the people of the North. Besides its aim of publicizing the

area and providing fine entertainment, its avowed objective is to raise money for the construction of a typically northern museum, located at The Pas. Already a good start has been made—a planning committee representing The Pas Chamber of Commerce and the Festival Association is active, preparing plans for the structure.

Each year the Festival Association attempts to put on a bigger and better show than the year before. Last year it was Eric Wilde's musical contributions that highlighted the show. This year, Marsh Phimister and Bobby Byron, who will be M.C'ing the main shows, are one of the main attractions.

The music for all dances is being provided by Roy Vickery. Roy and his brother Wes, of Flin Flon, are gathering together an ensemble of dance musicians that will keep those dancing feet on the go for every night of the festival.

But the dances do not end the day, for there is still a real northern welcome awaiting you at the Mad Trappers' Rendezvous . . . the Valhalla of the trapper which beggars description.

---

## A Message to the . . .

# Northern Manitoba Trappers' Festival

The Seventh Annual Northern "Manitoba Trappers' Festival expressly honors Canada's earliest basic industry, "FUR", the trappers and traders who are the true pioneers and explorers of our great land.

The trappers and traders who were the mediums in discovering the great lakes and rivers teeming with fish, the huge stands of timber, the fertile farm lands, and the valuable mineral deposits, are all a heritage to Canada's citizens today.

The dog mushers and their teams of sturdy huskies were Canada's earliest methods of winter travel, freighting in supplies to the trading posts and settlements.

The Northern Manitoba Trappers' Festival is built around all this, the 200-mile Canadian Open Championship Dog Race, a major winter sports classic, the crowning of the northland's beautiful FUR QUEEN and her princesses, and the four big days of enjoyable winter sports, socials, and dances, the animal displays, and the Indian hand worked leather and bead work, all symbolic of Canada's great northland.

Sincerely yours,  
HENRY FISHMAN,  
Northern Manitoba Trappers' Festival





# Contests & Sports

## MAKE THE FESTIVAL!

OUR SPONSORS MAKE THESE POSSIBLE.



Come on you pail, don't tip!

### THE MELROSE TEA BOILING CONTEST

Wherever northern men and women meet . . . on the trail, in the trading post, on the freight route or at the fishing camp, it is inevitable that the teapail, which seldom leaves the top of the stove except to be washed out for another brew, is called into action.

It is inevitable, then, that a major event at the Festival should be a tea boiling contest. The competitors must dash to an appointed spot with their tea pail, Melrose tea, scoop up sufficient snow to make the brew, light the fire, boil the water, and return to the judges with the finished product. First back with a good can of tea cops the prize. Cash prizes of \$35 are donated by H. L. MacKinnon Co. Ltd., Winnipeg, makers of Melrose Orange Pekoe Tea. The Company is also supplying 15 ½-pound packages of tea for the event.



### ICE FISHING

Since their inception as sporting events, men's and women's ice fishing have become two of the most popular events at the Trappers' Festival.

The event is held on the Saskatchewan River. The contestants race to the scene equipt with a hook and line and meat bait. Then a hole must be cut through the ice, no small task, as the thickness of the ice at this time of year runs to four feet! In the men's event, \$25 cash prize money is donated by Spencer's Garage of The Pas.

Then there is the women's event, sponsored by George Weston Ltd., of Winnipeg, who are providing two hampers of their choice products, valued at \$20, as prizes.



Hoping for a big one.





Fiddling contests are a Festival rage.

## JIGGING AND FIDDLING

The Indian and Half-breed population of the North are very musically inclined. Their love of rhythm is expressed in their ability with the fiddle, and their dancing dexterity. From the days when the old Scottish traders brought their fiddles to the North West, together with their Old Country dances, these have become an integral part of the lives of both the Indians and the whites.

Weather permitting, street dancing will be the order of the day, every day, at the Festival. The spirit of the affair just makes people lose all their inhibitions (if they have any) and express themselves at these affairs, much to the enjoyment and amusement of those who are still left on the sidewalks to observe.

The actual contests in jigging and fiddling are held on the last day of the Festival at the Arena. Fiddling is sponsored by Imperial Oil, Limited with prizes totalling \$50 cash. Genser's & Sons Ltd., of Winnipeg, with cash prizes of \$8 and Rice's Bakery of The Pas, with prizes of \$20 are sponsors of the street dancing. Northern Manitoba Trappers' Festival is giving \$50 for the jigging contest.



Speed and canniness count.





#### RAT SKINNING

Trapping has been the mainstay of the existence of thousands of trappers throughout the north for many years. The occupation is honored in the Rat Skinning contest. The contestants are provided a dead muskrat; they run to an appointed spot, skin, scrape and stretch the pelt, and return to get the decision of the judges. Speed and proper handling are the requisites here.

Armand Pouliot, owner of the Cedar Lake Trading Post, sponsors this event, and provides \$30.00 for prize money.

#### TRAP SETTING

Here is another contest in honor of the trappers. While on the trap line the requirements are care and being able to anticipate the habits of the animal sought; in the contest it is a matter of speed. The contestants are provided with six traps in a bag, must dash to the appointed line. The first to return, having set all his traps correctly, is the winner.

Prize money of \$15 for this event is donated by Carroll's Hardware. The Pas.

#### 20-MILE FREIGHT DOG RACE

Trophy and \$115 in cash prizes are donated by Hudson's Bay Co. Raw Fur Dept.

#### JUNIOR DOG RACE

Trophy and \$150 in cash are donated by The Pas Lumber Co. for this event.

#### NET SETTING

Park Hannesson Company Ltd., Winnipeg, are the sponsors of this interesting event. They provide \$25.00 for prize money.

This is not a simple matter of laying a net in open water, but the very complicated task of setting it below the ice. To do this a "jigger" is used, inserted in a hole in the ice, propelled under the ice by a rope attached to a ratche which propels the



jigger. A two-man crew is used, the first operating the jigger, and the second running along with his "ear to the ice" trailing the jigger as it bumps along beneath the ice. When fully extended another hole is cut, the jigger retrieved (sometimes it is located) and the net is set. The first to complete this ingenious operation takes home first prize.

#### THE LADIES' DOG RACE

Sponsored annually by the Union Supply Company, The Pas, it is always an interesting and entertaining feature of the Festival. The course is five miles, most of it in sight of the observers on the bank of the Saskatchewan River. The Company provides a fine trophy for the contest, plus prize money of \$25, \$15 and \$10 for first, second and third prizes.

#### THE FISH EATING CONTEST

A most hilarious event at the Arena concert on the last day. The first man (or woman) who consumes a large chunk of boiled whitefish without the help of knife or fork packs off the prize. The \$10 prize is donated by The Pas Meat Market.







The pace is fast.

### THE MARATHON SNOWSHOE RACE

One of the Festival's main events. This covers a five mile course, and the first prize is a beautiful \$25 pair of lined "Korea" boots donated by Canada West Shoe Manufacturing Company, who also give second money of \$15. Chief Ed Rogers of The Pas pays the \$10 third prize.

### THE 300 YARD SNOWSHOE RACE

The winner will get a beautiful \$35 pair of snowshoes, donated by the Chestnut Canoe Company, of Fredericton, N.B. For second prize the Trappers' Festival is donating \$5.

### MOCCASIN FOOT RACE

To be held in town, this should be an exciting event. It is sponsored by Ben Dembinsky, The Pas, with cash prizes of \$20.

### FAT INDIAN LADIES' RACE

This race is sponsored by Powell Equipment of Winnipeg. It consists of running 75 yards through deep snow (interference permitted) with prize money of \$10 and \$5.

### THE HEAVIEST COUPLE CONTEST

Takes place at the Arena program, and

is sponsored by Medric Poirier, with a single prize of \$10. Here we see some interesting combinations.

### GOOSE CALLING CONTEST

A cash prize of \$15 is donated by Bert's Quick Freeze, of The Pas.

### JUNIOR WINTER SPORTS

Sponsored again this year by The Pas Lumber Company, which has donated a long prize list totalling \$70 for the events. All juniors between the ages of six and twenty will have the opportunity of entering one or more of the contests.

### NORTH POLE CLIMBING CONTEST

This is sponsored by the Lido Theatre. The contestants, using no apparatus, must climb the iced pole in the shortest possible time. The prizes are \$10 and \$5.



A long way on a cold day.



## LARGEST FISH CONTEST

Fishing is one of Northern Manitoba's major industries. Hence Keystone Fisheries and Booth Fisheries are donating a total of \$50.00 for a Fish Contest. The largest fish caught anywhere in the north and brought to the Festival will take the major prize of \$20; \$10 prizes will be awarded for the largest whitefish, pickerel and trout. Quality and handling will be considered in the judging, and the largest fish is not eligible for a species prize.

● Tip Top Tailors are donating a made-to-measure suit for the manager of the Fur Queen of the North.

● Olympic Sport Togs Ltd., of Winnipeg, is donating five beautiful parkas for the Queen, Court and chaperone.

● Northern Taxi, The Pas is providing taxi service for the Queen and Court.

● Lewis Jewellery, of Flin Flon, is providing Queen and Court with pearl necklets.

● Northland Drugs is donating five boxes of chocolates for the Queen, her Court and the Chaperone.

● The Paris Cafe of The Pas is catering to the Queen and her Court.

● Victoria Leather Jacket Company Ltd., of Winnipeg, has donated three beautiful suede leather jackets as prizes for the Festival.

● Kerr's Furs are providing the decorated float for the Queen and Court, and a fur coat for the Queen.

● Corsages for Queen, Court and their chaperone are donated by Bert's Quick Freeze and Meat Market.

● Robin Hood Flour Ltd. are donating 10 98-lb. bags of flour to be used in the Freight Dog Race and to be given to the contestants.

————— ★ —————

# Festival Funsters

That's the name of a first class ensemble of dance musicians that Roy and Wes Vickery are bringing to the Festival this year. It's a group that's been hand-picked—from all corners of the province; most of them have been in the North, and know the kind of music we like here, and are ready and able to supply it.

They have gathered together a ten-piece band, able to handle all the musical requirements of the Festival. These men are very versatile; the result being a varied collec-

tion of arrangements. Most of the players are two- or three-instrument men, thus providing the material for extremely interesting and rhythmic productions.

Roy and Wes Vickery's musical history includes the organization of the Rhythm Kings of Flin Flon 15 years ago. Roy has played in leading orchestras in Calgary and Vancouver, and Wes has for the past two years led his own band at the Lobstick in Flin Flon. Roy is one of the three-instrument men, playing the saxophone, bass, and piano. Wes' forte is the piano and trumpet.

Dave Keele, now resident in Dauphin, is returning to carry sax and clarinet parts in the group. Dave is well known in The Pas and the north, having been resident here for a number of years. He has been "keeping his lips in" by leading his own orchestral group in Dauphin.

Both Paul Fee and Art Johnsrude, local musicians, are taking part in the group. These men are well known for their musical ability and their interest in community affairs. Paul, an expert on the sax and clarinet, is the local orchestra leader. Both Paul and Art have given generously of their time to The Pas band.

Bob Jackson, of Flin Flon is recognized as a leader in his field. We are indeed fortunate to have him at the Festival, playing his guitar, as only he can play it. Bob has done considerable orchestral work in both Brandon and Clear Lake before coming to Flin Flon.

Nothing does more for an orchestra than the rhythm of a good drummer. The Festival Funsters will be featuring Bill Kady, of Dauphin, in this position. During the war Bill was an army show drummer, and for that job you've got to be good.

This group will be playing at the Elks Hall every night of the Festival, until 1 a.m. Then each night a portion of the ensemble will move to the Trappers' Rendezvous, to keep the crowds happy there.

The Rhythm Pals, headed by Ralph Strand, of The Pas, will be providing the hoe-downs and old time dances at the Ukrainian Hall every night of the Festival. These are all local boys, and are they ever hot!

Listen for the Festival Funsters' Royalty Fanfares. This is a special feature provided by the group, so that in all the appearances of the Queen and her Court, the real old British fanfare music will be heard.





# Northern Showcase

The Department of Mines and Natural Resources has gone all - out this year to bring the North and all its resources to the Trappers' Festival. Visitors to the Festival, and local residents, and perhaps most important, the youth of our district, will go away from this year's Festival knowing more about the north than ever before. In model and display form, one will be able to visualize the great wealth of our country.

Each branch of the Department is providing a commentator for each display, so that visitors will have the opportunity of hearing an explanation of the products of the forests and the lakes, of the farm lands to the west of The Pas, of our great power resources in our northern rivers, and the women will even get some invaluable tips on how to prepare fish!

A special effort is being made to bring the school children to these displays, in an effort to acquaint them more with our country, and to help awaken their interest in the vast and expanding fields of mining, fishing, timber management, conservation of fish and game, and in agriculture.

These displays are situated in the dining room of the Opasquai Hotel, with the exception of the fisheries display, located on the parking lot of the Cambrian Hotel.

## AIR SERVICES

You will actually see a two-way radio in operation in their booth. These are the radios that are used throughout the north. There is a map showing the location of radios in all the important centres in the north. The radio in the display is used to communicate with the operator at Grace Lake Airport, who is gathering information on the progress of the big dog race. Models of aircraft used by the Air Services are on display for the edification of the public.

## GAME AND FISHERIES

If you don't know how to trap a beaver, you'll learn, at this display. Trapping and fur handling methods will be demonstrated. Information on the value and location of fur caught in Northern Manitoba will be available, in map and model form. You see before your eyes the locale of every group of Registered Traplins throughout northern Manitoba.

## WATER RESOURCES

A model of a hydro electric station "in action" is the feature of this display. The

huge power potential of the mighty Nelson River stands out clearly on the sectional model, showing the location of all the potential power sites, their possible output, and the areas each would serve.

## FOREST SERVICE

A most interesting demonstration here—of how timber areas are surveyed, and their potential production estimated. Aerial photographs are on exhibit, and their reading explained. Samples of all the important woods produced in the north are shown, and their uses. Throughout the display there is emphasis on that most important aspect of forestry — fire prevention and conservation.

## MINES BRANCH

The Hudson Bay Mining and Smelting Company, of Flin Flon, has kindly provided the material for this display. All mineral and rock types of the north are on exhibit, from their own private museum. Modern prospecting instruments, such as the geiger counter, are here. This is a very important display, since so much of our present, and our future, depends upon the mineral resources of our country.

## LANDS BRANCH

The Pasquia Reclamation project in the Carrot River Valley is here on display, modelled accurately and to scale. In a glance it is possible to see the working of the dyke and drainage system being installed by P.F.R.A. This shows the area when the project is complete — the dykes, dams, roads, and interior drains. Information is in plain sight as to acreage of the project. At a glance one can visualize the rich farm area — without this model weeks of detailed study would be required to give you as much information.

## FISHERIES

This is a joint operation between the Federal Department of Fisheries and the Provincial. Samples of various fish types from numerous northern lakes are on display. Fish handling and processing is an important part of the exhibition. Modern techniques of handling fish will be explained for the information of the public. The Federal Government has a Home Economist at the Festival especially to provide the "cooks" with information about handling and preparing fish for the table.



# FUR QUEENS

Miss Churchill

Miss Cranberry Portage



**GEORGINA FLACH**

Cranberry Portage is highly enthusiastic about their candidate for Fur Queen of the North. And they have a right to be, for Georgina is a well known and popular girl throughout the north. Her popularity rests on her pleasing personality and her extraordinary ability on skates. She has won many medals in this field, and many of the North's expert figure skaters among the young folks owe their success to Georgina's training.

Cranberry Portage is always a threat in any competition. Although one of the smaller communities in the contest, it will take a lot of ticket selling to beat her out. This is especially true since their candidate is so well known and popular.

We expect, that if Georgina Flach becomes this year's Fur Queen, she will make a strong impression on the judges at the Banff Winter Carnival, as Northern Manitoba's entry at that famous event. Good luck Georgina and Cranberry Portage!



**IRIS BROWN**



**ELSIE SPRUNG**



**MARGOT MARTIN**



# of the **NORTH**



**HELEN BIALKOSKI**



**NONI HAIG**

Iris Brown, born in The Pas 22 years ago, is a blue-eyed blonde. Always a resident of the North, she has been in Churchill the past three years, working for the Hudson Bay Company.

Her interests are typically Northern—skating, dancing and curling. She is one of the five contestants being sponsored by the Ladies' Auxiliary of the Canadian Legion at Churchill, each with their own working committee.

Whoever wins the hard fought contest to represent Churchill as their Queen will receive a warm welcome at The Pas during the Festival.

Margot Martin—Her ability as a dog musher marks Margot as a true Northerner. She is shown in her photograph with part of her own team.

Margot was born in Montreal, but has chosen the North as her home, where she is "employed" as her husband's (Frank) helpmate. She is a petit brunette, five feet two inches and weighing 120 pounds. Under sponsorship of the Ladies' Auxiliary of the Canadian Legion, Margot is given a good chance to be Churchill's choice.

Elsie Sprung, a brown-eyed brunette sponsored by the Civil Service Lounge at the Camp, is the third of Churchill's candidates. Part V of the Civil Service has been a hive of industry in support of their popular candidate.

Elsie's hometown is Manitou, Manitoba, having been born in Winnipeg, May 15, 1928. She is an amateur photographer and interested in radio work. An avid reader also, Elsie is becoming known as a writer of some ability.

Helen Bialkoski is well known in The Pas, having been born and raised in town. Helen's size, 5-foot one-inch, and weighing 102 pounds, does not reduce her as a threat for the Churchill crown. Helen's friendly smile and happy personality makes her a favorite of all. Her chief hobby is dancing, and she's good at it. If she reaches The Pas for the Festival she'll be a popular choice to represent this great country.

Helen has been employed by the National Harbours Board and continues to make Churchill her home during the winter.

Helen's light brown hair and hazel eyes would look good under the Festival Queen crown.

Noni Haig—It is very appropriate that the Armed Services should have an entry in this beauty race of the North. Noni is the choice of the sailors of H.M.C. Navy at Churchill. All the boys and girls have worked hard to see that their popular choice is given the opportunity to contest the Crown at the Festival.

Noni's birthplace and home is Van-



couver, B.C., where she was born 21 years ago.

Her love of music and above average sports ability makes Noni a very eligible candidate. Her skiing ability will stand her in good stead if she gets to Banff. Her

other interests are softball, shooting, swimming and badminton.

Noni is a WREN, and a pretty one—her blue eyes and auburn hair are most attractive; she would make a popular Fur Queen.

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## Miss The Pas



**SYLVIA SENCHUK**

Sylvia is known by her flashing smile. She is a "blonde brunette", age eighteen, brown eyes, and weighing 112 pounds, a girl the North would be proud to have represent them as the Festival Queen.

The North is her home, having been born in The Pas; her only absence from here was last year in Winnipeg where she took a business course. Upon her return she obtained employment at Keystone Fisheries, where she is employed.

Sylvia's interests are skating and curling. She also lays claim to being something of a "fisherwoman". She is sponsored for Queen by The Pas branch of the B.P.O. Elks.



**JEANNIE STOYKO**

Jeannie is true Northerner, having spent eighteen of her nineteen years in The Pas. Brunette, with hazel eyes, and a friendly personality, she would make a worthy Queen for the Festival.

Coincidentally, Jeannie is a past student of Georgina Floch, the Cranberry Portage queen contestant, from whom she has taken figure skating lessons. Jeannie's other interests are bowling and dancing.

Jeannie says, "If I win the fur coat then I'll have to stay in the North to make use of it, and that suits me fine, because there's no other place I'd sooner live!"

Jeannie is sponsored by The Pas branch of the Canadian Legion.





## The Trapper and the Trail . . .

In the words of the trapper himself, his occupation is one of the healthiest and most interesting of any.

While the habits of the trapper have altered somewhat since the advent of the registered trapline, he still has to do plenty of travelling, and although some of those longest established have built shacks along the trapline, many continue to spend their nights under the stars, winter or not.

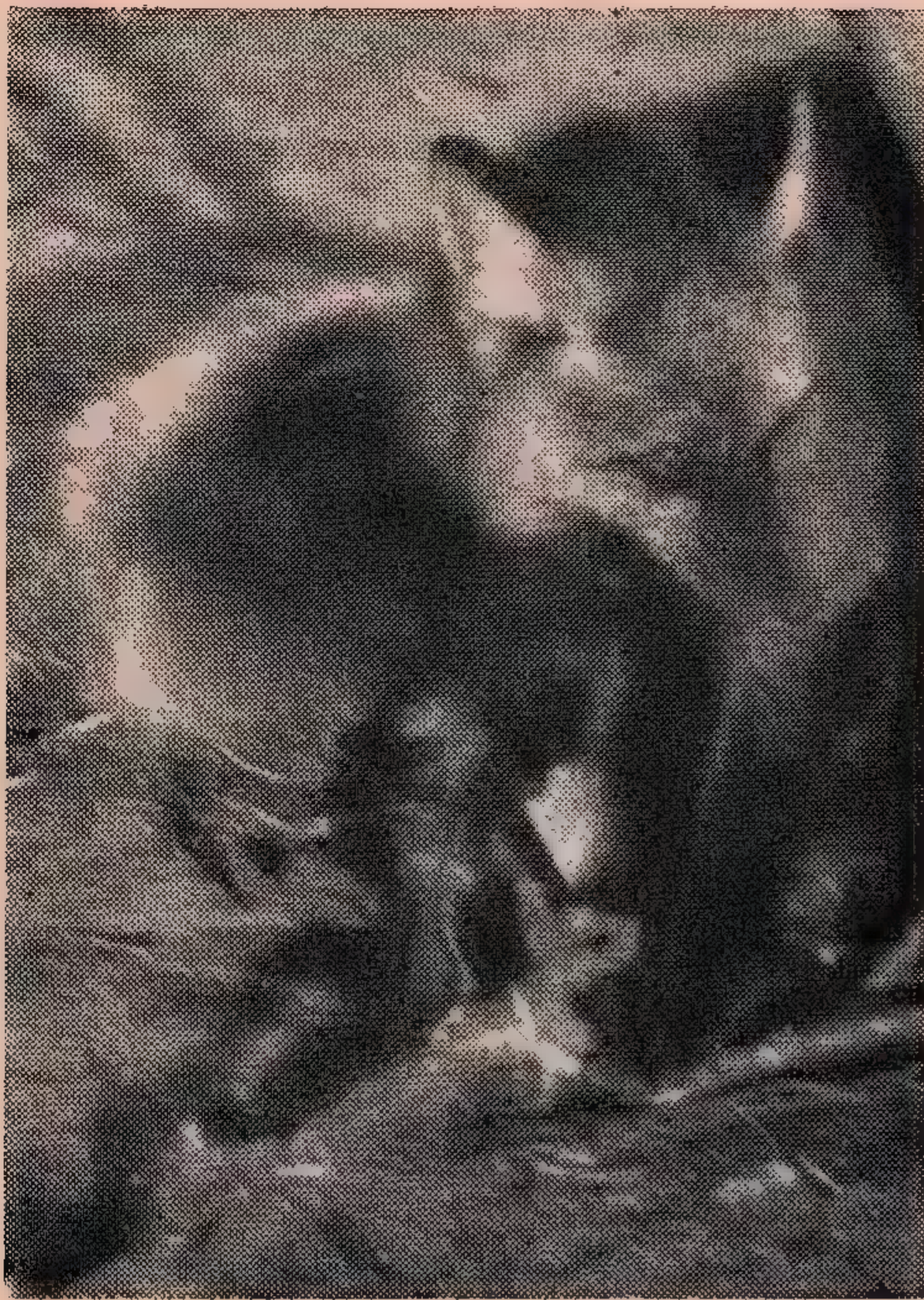
You can make yourself pretty snug in the bush if you know how. But you can't stop the snow or defy the cold. The latter is what usually wakes the trapper between 4 and 5 a.m. If he's been at the game a

while, he moves carefully on wakening. If his sleeping robe is covered with snow he doesn't want to get it down his neck by a quick move.

The first thing a trapper does on the trail in the morning is to shake up the fire logs to see if there are any sparks left from the previous night. If there are, it saves him the trouble of lighting another fire. Then, while the fire gets going, he looks to his dogs. Sometimes they break loose from their fastenings and fight, in which case one or more may be injured and require patching.

The next thing is to retrieve the kettle





The bait is taken . . . the fox is caught.

containing what is left of last night's tea, and hold it over the fire to thaw out so that fresh snow can be boiled, and new tea made. He places his bannock beside the fire to thaw, possibly with a slab of bacon. After breakfast, he packs his toboggan, lashing the load securely, hitches up the dogs, and is off down the trail.

The size of the average registered trap-line is 100 square miles, roughly ten miles by ten. He will use about 50 to 60 traps in the fine fur season, November to mid-January, although squirrel hunters often have as many as 250. Water trapping, for beaver and muskrat, calls for about 100.

In the fine fur season, the trapper covers about 12 to 15 miles a day. About mid-morning he will stop to boil the kettle, and possibly to feed his dogs a small snack, although usually the sleigh dogs work better and are healthier with only one meal in the evening.

If the going is tough, the trail heavy with snow or the temperature well above zero, there is little point in visiting the traps, for even the fur does not move much. But on the trail, the trapper looks at each set he has made. Each trap must be inspected, for although the set may be a good one, frost may have caused the pan to stick, in which case the spring would

fail to jump. Heavy snow might have covered the trap.

A modern trend is the use of kleenex to cover the trap. Covered by a thin layer of snow, it is invisible, and prevents snow from clogging the jaws or frost from tightening the spring.

As he examines trap after trap, the ever-present expectation that something will be in the next one provides the incentive. Usually these trips last a week, before he returns to his main camp.

When he finds fur in his traps, often it is alive and must be killed carefully. The heavy animals, such as fox, usually are skinned on the trail to lighten the load. Dead, and smaller animals are taken to the main camp, where they are thawed out before it is possible to skin them.

The trapper watches his sets closely. His experience guides him in the matter of choosing sets, but the signs will tell him if the fur is avoiding his trap. The reason can be scent on the trap, scent on the ground or careless handling. To remove scent from traps, the trapper often boils them in paraffin, or in a brew made from boiling wood from the area of the set in water.

The trapper stops to make camp about three o'clock in the short afternoons of the north. His choice of ground is governed by many things, such as a stand of timber to break the wind and the proximity of sufficient dry wood to keep a fire going all night without too much effort.

His first task is to care for his dogs; some bed them down with spruce boughs, others use a snowshoe to scrape out pits for them. While the fire is boiling the kettle and thawing the grub, the trapper stockpiles wood to last the night. He builds a backdrop with spruce or a tarp, to draw the wind and smoke; then on the opposite side of the fire lays a spruce blanket on which he throws his bedroll and gear. After feeding his dogs, usually two large whitefish apiece, he has his supper and calls it a day about nine o'clock.

Arrived back at his main camp, the trapper has plenty of work ahead before he takes the trail next. Such things as skinning, fleshing and stretching his fur—a good trapper is recognized by the care he gives his produce—repairing dog harness, and baking for the next trip—bannock and a pot of beans,





A fine catch and a fine evening

## *Let's Go Fishing!*

By BOB MITCHELL

It's not for nothing that Northern Manitoba is fast winning acclaim in the realm of sport fishing. Already highways, railways and airways have brought its rivers and lakes within easy reach.

This country's fishing grounds include such lakes as Clearwater, Rocky and Athapapuskow, all on No. 10 highway; the fine Pickerel and Northern Pike fishing at Beaver Lake in the Flin Flon area; the famous Weir, Nelson and Limestone and a hundred other rivers along the Hudson Bay Railroad to Churchill, all well-known for their fabulous speckled trout and grayling. And a map, full of waters which can be reached by our bush airlines.

Species in The Pas region itself include:  
LAKE TROUT inhabits deep lakes such

as Clearwater and Athapap. During spring and fall they afford great sport on casting tackle, as they frequent the shallow water at this time. In the summer they descend into deeper water and must be angled for with special deep water tackle. The best lures in summer are large flashy spoons and spinners. They are called Mackinaw Trout in the Yukon.

The word's record Lake Trout — 63½ pounds — was caught in Lake Tthapap in 1930.

PICKEREL OR WALLEYE are abundant in lakes around The Pas. Rocky Lake, 30 miles north, affords excellent fishing for this fine table fish. It is taken on a wide



variety of artificial lures. I have found Pickerel prefers a slow-moving lure and as a rule is not hooked "deep". Rather, it strikes lightly, in comparison with the Pike, for instance.

NORTHERN PIKE OR JACKFISH is our most common game fish. Described as a "machine for the assimilation of other organisms", nothing is safe from a hungry, marauding Jack. Its food includes muskrats, ducklings, frogs and other fish. I have seen a Pike caught on an artificial lure that, when landed, had a mudhen in its mouth. Once a friend of mine hooked a small Pike, and while landing it another Jack the same size grabbed it by the throat. He landed both. Often I have hooked a Pike, released it, and then hooked it again and again.

SAUGER also is found in lakes of this region. They look so much like a Walleye the inexperienced fisherman has trouble distinguishing it. A sure way is to examine

the cheeks; if they have scales, it's a Sauger.

Thanks to the provincial Game and Fish Department, anglers in this part of the country soon will be fishing for other species as well. In Clearwater Lake, for instance, Speckled, Brown and Rainbow Trout fingerlings have been planted; in Lake Athapap, Small Mouth Black Bass, Rainbow and Speckled Trout fingerlings. A few Small Mouth Bass have been taken already at the south end of Athapap and Bakers Narrows.

If the Small Mouth "takes" in the north, you can have my word the anglers have a thrilling experience waiting. Pound for pound, it is the gamest fish that swims. I have fished them in Ontario, and their sporting qualities are unequalled. A two-pounder will drag you right into the water if it has a mind to.

I'll be seeing you this summer, anglers.

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## Quacks and Honks . . !

By SID WILTON



Laugh, you Laughers!

And who wouldn't wear a smug look with a bag of beauties such as these in such a setting?

Yes, this picture was taken just a couple of miles from The Pas and shows the Hutchinson's Geese, or Laughers as they are commonly called as they cry with a cackle instead of the deep honk of the Canadian Goose. Although a little smaller, these geese are considered by most to be superior eating. Usually they are found in the shallower lakes, marshes and mud flats and form huge flocks at times. Hunters claim they get best results by hunting these from canoes. After finding their flyways between feeding places on the lakes, they anchor and camouflage the canoe and just wait for them to come along.

But supposing the Canadian Honker is not quite so detectable? Just supposing, mind you, for a lot of hunters will argue about this, who would forego the thrill of bringing down one or two of these just for the sake of a juicier mouthful or two? What can surpass the feeling of utter delight after one has found where the Canadian geese are in the habit of feeding;





### Thrill of a Lifetime

after he has dug his pits and hiked out to them before daylight; after he hears the familiar "Honk Honk" and the geese come dead on right over him?

Boy, oh boy, oh boy—He forgets about all the trips he made when they didn't come over; the times they did come, but were just out of range on the side; the times he just sat there in the rains and the mornings it was pretty frosty.

Yes, he forgets all about this; and sometimes he forgets to shoot, too; but he never, never will forget that thrill when they come right over him.

Yes, if it's goose hunting you want, whether Laughers or Honkers or Snow Geese, some of the best is to be found at The Pas.

It is "quacks unlimited" at The Pas, too, as the above picture shows. Numerous varieties of ducks are to be found here, but the mallard still retains its popularity as the most sought after for its meat, and it is common to get your limit of these averaging over 3½ pounds.

However, the pintail and canvassback are considered by some to be the equal of the mallard in the frying pan or roaster, and the red head, blue bill, spoon bill, smaller teal and others provide their share for the sportsman's gun.

The marshes around The Pas provide ideal breeding grounds for all these varie-

ties, although some years the high water is more of a detriment to the nests and eggs than a blessing. However, most falls there are enough ducks to cause quite a headache, and sometimes a purse-ache too, to the farming community, and although permits are issued to farmers nulifying the bag limits (as the picture shows), they do get away with quite a bit of grain. But as one farmer said: "It's not all loss, for we canned more than 100 sealers of duck meat one fall, and boy, it's good eating."

The Indians rely quite a bit on the duck population for food, and use the fine feathers for bed robes and pillows. They, of course, have open season on the birds at all times. Some people would like to see this law changed, but the consensus of opinion seems to be that although the odd native abuses the privilege, in the main this is not the case.

Yes, The Pas district has been aptly named "The Sportsman's Paradise", and if it is ducks, geese, fish, big game, or just more ducks you are interested in, you will find them all.

### Welcome Trappers and Friends to . . .



**BEN DEMBINSKY'S**

**Dept. Store**

**THE PAS, MAN.**



# The Junior Dog Race



No single sport is more fascinating to the youth of Northern Manitoba than dog racing, and perhaps this is the reason why the Northern Manitoba Junior Dog Race is always so hotly contested, both by boys and girls.

Virtually everybody, everywhere, wants to own his own dog. In the north, the girls share this desire to no small degree. The difference is that in the north it is far easier to keep, feed and train dogs than in the south, and the ambition to drive a team is no far-off dream, but a reality, to the northern youngster.

So when The Pas Lumber Company generously donated a fine trophy and \$220 in prize money for a Junior Dog Race, it was right up the alley for the young fry of The Pas.

The race is run in two heats, with two five-mile laps in each heat. The first heat will start at 10 a.m. on Wednesday, second day of the Festival. It will run on a five-mile course from the sports grounds on the Saskatchewan River. The second heat, on the same course, will go Thursday. The



Waiting for the starting gun



winner of the first heat will start the second with whatever time lead he had at the end of the first heat, and so on down the line. Winner of the four laps wins the trophy, and first prize money.

From the racing standpoint, these youths who take part in the Junior Dog Race of today also are the future mushers of the Canadian Open. The way in which they handle their dogs, together with the fortitude and initiative with which they carry themselves during the fray, will spell the chances they will have tomorrow in the big race competing against veteran drivers and sportsmen.

But even more than dog racing, the youth of the north takes a very vital part in the Trappers Festival. Most of them enter every sporting event possible, and the keen spirit of competition which exists today among our boys and girls is the spirit that will carry on Canada's democracy of tomorrow.



# 20-Mile Freight Dog Race

During the centuries that dogs have been the chief method of transport in the winter, millions of pounds of essential freight have been moved from place to place.

Even today, with the tractor trains, railways, bush planes and bombardiers, the dog team still does a share in the work of moving the freight around the country. On the trapline, in the fur trade, in commercial fishing, dog teams are used frequently as the most convenient method of transport.

The Northern Manitoba Trappers' Festival looks on the 20-mile Freight race as one of its major events. It is sponsored by the Hudson's Bay Company Raw Fur Department, which pioneered in the use of dog teams for close to 300 years. The prize money, also donated by the H.B.C., is \$75 for first, \$25 for second and \$15 for third. With the first prize goes the Hudson's Bay Company trophy.

From the Robin Hood Flour Mills Ltd. the Festival Association has received ten 98-pound bags of flour to be used as loads, and to be donated to the participants.

The mushers may drive any number of dogs, but must finish with all the dogs they start with, either running or riding. On the toboggans they carry 300 pounds of freight. The course is run in five-mile laps, starting at the sports grounds on the Saskatchewan River, and passing these grounds on every lap, so that spectators can see most of the race.

The speed at which these freight dogs travel often astounds the uninitiated. In the 1951 race, for example, Ernest Jebb, winner also for the previous three years, completed the 20 miles in two hours, 22 minutes and four seconds to set a record.

Running the freight race is quite different from the longer speed race. It involves many things, such as seeing that the toboggan is in first class shape with a perfect bottom, and guarding against bumping trees or stumps on the portages. Every dog must be pulling evenly at all times, and the driver must know dogs and his job extremely well. Add to this the fact that the drivers usually run—not ride—the whole distance, and you have a good idea of a freight race.

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## NICKEL in the NEEDLES

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All vegetation contains minute quantities of all the main minerals found on the earth's surface. Where nickel, for example, exists in more than average quantities below the surface, then the vegetation above it contains, usually, a greater than average nickel content.

This is the key, then, to one of prospecting's newest techniques—the qualitative analysis of vegetation to determine whether or not below the vegetation lies a body of important minerals. A far cry indeed from

the day when prospecting was done by the lonely prospector, with no other equipment than a packsack, a pick, and an enduring optimism.

In fact, the day of the individual prospector, with a limited amount of money, is done. He has been replaced by the airborne magnetometer, by intricate machines that force electricity through the rock to test its conductivity, by the geiger counter,

(Continued on Page 91).





## FROM THE PAST

Pictured above are, reading from left to right: Alice St. Godard, Mae Anderson, Reg Talbot, Florence Puttick, George Bancroft, Florence Gudgeon, and a Queen contestant from Tisdale, Saskatchewan.

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Lynn Lake Railway crossing the Churchill River near Pukatawagan.

## Into the **HEART** of the **NORTH!**

### More northern resources made accessible by Lynn Lake Railway

The steel reached Lynn Lake on November 9, 1953. This was the culmination of a twelve-year program. The beginning was in 1941, when Austin McVeigh found a piece of "float" on the shore of Lynn Lake—it was loaded with nickel! Its source was soon located and from that day to this the area has been a hive of activity.

Following the discovery of nickel in the area, the Recorder's office in The Pas spent many busy days, recording the thousands of claims staked. After this came the detailed prospecting, then the thousands of feet of diamond drilling to outline the ore body, then the planning of the mine, the building of the power plant, the arranging of contracts for the sale of the nickel.

The federal government made arrangements for the construction of the railway. Now all that has been completed, and the mine goes into production this spring.

The completion of the railway marks the beginning of an era of development of a new section of northern Manitoba. There are signs of this already. Along the railway not far south of Lynn Lake some interesting discoveries have been made, and already hundreds of claims have been staked.

The town of Lynn Lake now becomes the new northern jumping-off place for far reaching exploration into hitherto inaccessible regions. Flying bases of Central Northern Airways and the Saskatchewan Government Air Services have been established, and Canadian Pacific Airway have extended their run to Lynn Lake.

The discovery of nickel and copper in the tundra regions north of Churchill is proof that mineral occurrences do not stop at the "tree line". This being so, we can expect important discoveries to emerge from the tundra regions north of Lynn Lake, made possible because those two steel ribbons have sliced another 140 miles into our Northland.



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NORTHERN MANITOBA TRAPPERS' FESTIVAL

**LIDO THEATRE**

Management and Staff



SUCH AS THESE—

Continued from Page 41).

which was still 20 miles to the south. That was 1907 when he was general agent for the C.N.R. when the line was being constructed. He remained with the C.N.R. as general agent until 1917 while the Hudson Bay Railway was being pushed north. Then he left them to establish, with Pat Lamont, the store at Wabowden.

Why did he leave the security of railway employment for this new adventure? Because, as he says, he saw the future for the Hudson Bay Railway for grain hauling, and the fur trade possibilities at Wabowden on the old trail between Norway House

and Nelson House.

What is the future of the North, you ask him—"We have the power, the timber, and mineral resources, a seaport." Then he foresees a future for mixed farming in the Wabowden area; and this is no dream for Dick produces better than average potatoes in his garden, and grain plots which he used to maintain for the Dominion government have produced some surprising results.

Dick is now 75, born in Simcoe County, Ontario, on Jan. 13, 1879. A man who moved west with the railroad and stayed to help build the North. He operates a store at Gillam and one at Wabowden.



TO  
NORTHERN MANITOBA TRAPPERS' FESTIVAL



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WISHES YOU A BANNER FESTIVAL FOR 1954

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The Pas



## TREASURE CHEST—Cont'd from Page 15

in developing the northland's widespread assets, in spite of mushrooming airway, highway, waterway and railway lines stemming from The Pas. The pace of Manitoba's lackyard boom will be governed by availability of power and transport.

In 1914 a prospector working out of The Pas discovered a deposit of complex ore near what is now Flin Flon . . . and this was the beginning of a new multi-million dollar industry for the pioneer areas north of 53. Today, with discoveries of copper, zinc, gold, tungsten and nickel assuring the importance of mineral development, the north is showing symptoms of boom-town fever and excitement. Eyes of the whole world have been focussed on Lynn Lake where copper-nickel deposits estimated worth \$175,000,000 have prompted construction of a railroad, moving a complete town from one site to another and building a power dam on the nearby Laurie River.

Valuable ore deposits at Snow Lake, Herb Lake and Ferguson Lake are in stages of development and production, while new claims come to the mines recording office at The Pas in droves each day.

Much of the territory remains to be surveyed and the mineral potential is hard to evaluate . . . but the riches are there to provide hope for a prosperous future.

With the stage set for the north to take its rightful place in the economy of Manitoba, some of the other phases of industry in this still-pioneer area are geared for stepped-up activity.

Fur-trapping, the first great industry of the west, has become a highly organized and successfully managed business with much of the progress due to the efficient operation of Registered Trap lines.

Because the game guardians of the north have helped the trappers in their quest and care of top-value furs, and because the province has carried out an intensive program of fur rehabilitation, Manitoba ranks second only to Ontario in the volume of raw fur produced. The majority of this is muskrat, beaver and mink which have brought steady prices on the fur markets of the world.

Fishing depends to a large extent on transportation facilities and has developed

in each area according to the ease of transport service.

Two of the largest producers are God's Lake and South Indian Lake, although more than 65 lakes have been opened to fishermen of the north.

Dependence on imported food supplies has always been a problem of the northland as agriculture has taken a back seat in industrial activity until recently. Today farmers in the Carrot River Valley just west of The Pas are proving the north can produce grains and food products of the soil.

A new area of development in the Saskatchewan River delta will provide nearly enough fresh food for the entire north. Here the emphasis will be on mixed farming patterned on the famous Peace River farm area of Alberta, which is in the same latitude.

Again, lack of transportation has been a drawback to progress in lumbering. Extensive tracts of valuable white and black spruce, jack pine, tamarack and balsam are there for the taking. But forestry activities are limited to areas within reach of communication lines of the Hudson Bay Railway.

At present The Pas Lumber Company rafts spruce from inside Saskatchewan and maintains a steady level of production with logs from the Moose Lake district. The company has an annual payroll of approximately \$200,000 and provides the town's most important manufacturing industry.

As mentioned earlier, perhaps the most vital contributions to the economy of the province is the almost unlimited supply of hydro-electric power which awaits development along the rivers of Manitoba. And all the important power rivers are north of 53.

The Nelson, the largest of the rivers, drains 450,000 square miles of territory and in a distance of 400 miles drops 712 feet of which an estimated 550 can be developed for power. From this river alone surveys have been made which indicate more than 4,000,000 horsepower can be obtained.

During the spring and summer months of 1952, a water resources survey camp was set up at Bladder Falls on the Nelson River, and engineers who investigated the



potential power site have high hopes for immediate development. From a great number of possible sites, only two other points have been studied along the Nelson River, both with 40-foot heads.

One recent notable power development in the north was the plant at **Laurie River**, designed to provide electricity to operate the Lynn Lake mines and town. The plant has a total capacity of 15,000 horsepower and is operating at a capacity of 7,000 at present. This venture, undertaken by the Sherritt Gordon Mines Limited, is estimated at a value of \$2,000,000.

Other rivers scheduled for future power development are the Churchill, Saskatchewan, Dauphin, Burntwood, Grass, God's, Hayes and Island Lake.

An end to the isolation of the northern frontier began with the construction of the 512-mile Hudson Bay Railway to Churchill in 1912. And the current stage of development of the north dates from 1930, the year the railroad was first opened.

Roads of the north, other than the major highway stretching from the south through The Pas and on to Flin Flon, are few, for rock and muskeg make construction costly as well as difficult. More familiar are the snow-packed roads of the tractor trains. Several transport companies, with headquarters at The Pas, operate tractor trains between The Pas, the Hudson Bay Railway and isolated mining settlements, trading posts and fishing centres. The bombardier, a sort of station-wagon-on-skiis, provides contact between many northern points.

Northern bush flying in Manitoba first started in 1921 when forestry patrols were initiated and today the airplane is invaluable to the north. Lamb Airways, Canadian Pacific Air Lines, Central Northern Airways, Parson's Airways, Taylor Airways, Arctic Wings, Manitoba Government Air Service and some mining company planes are familiar to the skyways of the north.

They provide a year-round service, except for periods of freeze-up and break-up, by flying in supplies, patrolling fire hazard areas, charting new territory and acting as emergency air-ambulances. The north owes a great part of its progress to the air transport services.

The barriers of isolation are being shattered by Manitobans who realize the future of their province lies in the vast, unpopulated northland.

## **MOST IMPORTANT RESOURCE**

(Cont'd from Page 23).

Most of the timber is handled through timber sales. One man is permitted to hold one timber sale or tract. When a timber sale is applied for, the applicant gives his estimate of timber in the area, and his application then is cruised by the Forestry Branch of the Provincial Department of Natural Resources. The sale then is advertised for various periods of time depending on its size, and following this it is sold to the highest bidder. Sales are sold for periods of one to five years generally. All big cuts, which include virtually all commercial operations, are handled in this manner.

The whole north is dependent on the outcome of the forest inventory, a five-year program now being compiled under a dominion-provincial agreement. One more year should see the completion of this inventory, after which the forestry branch will be in a position to give detailed and accurate information as to the amounts of timber in the northern district, which is vital before we can interest pulp operators in establishing a mill here. Once a pulp mill is in the process of construction, arrangements to produce adequate power would naturally follow.

It is of importance to the future of a healthy forest industry that fires be kept to a minimum of annual loss. In this it is the responsibility of every citizen in the north to co-operate, not only in using extreme care, but also in seeing to it that others do likewise.

Artificial reforestation still is in its infancy, and is designed to assist by experiment rather than to replace nature's own program. The biggest enemy to natural reforestation is fire, for fire destroys far more than just the trees of all ages, including the seed. Fire also damages the soil, leaving it in a state where serious erosion will follow, thereby retarding the regrowth of the forests often for centuries.

The forestry branch's first protection system is too broad and far-reaching to cover in detail. As economic development is extended farther north, and the danger of fire becomes relatively greater, the forest service organization of fire protection is increased proportionately.

The management of our forests is being guarded as well as possible to do so, but the assistance of every individual is invited to ensure a heritage which will bear fruit.



## DOGS PLAY VITAL ROLE—

Continued from Page 13).

Wherever possible, the officers are provided with two-way radios, and their daily reports contain much valuable information which is passed on to its proper destination. These radios also are invaluable in emergency.

When not on patrol they have plenty of work to do around their detachments. But most of the winter is spent on the trail. Black, for instance, will cover the ground of his first trip at least twice more before break-up, checking his wolf baits and regulating other important matters.

These men are hand-picked for this tough and arduous work. Bill Black, for example, (his real name is James Wesley Black, but so far as northerners know he's always been called Bill) is a seasoned traveller in both barren lands and bush. Born in Cobden, Ontario, he served overseas during the First World War. He trapped in the Territories north of Churchill from 1921 to 1941, then ran a trading post at Nueltin Lake for several years. All the men have long experience in the north, either at trapping or some other form of work.

The Registered Trapline program is under the supervision of R.T.L. Inspector Wilf Guymer and Assistant Inspector Joe Robertson, both at The Pas, and is part of the resources department's game branch under G. W. Malahar.

And just a few facts about dog team travel are illustrated in this typical trip report by Officer Jim Cumines, of Brochet, at the north end of Reindeer Lake:

"I have made a patrol to the fish camps in the Manitoba waters of Reindeer Lake. Left Brochet on December 10, 1952, en route to a camp on south end of island in mouth of Perch Bay. This fisherman has one man, and as roads very tough I had to camp here. He has some 225 boxes of fish, about 30% trout. They are using the paper box and the average weight is about 80 pounds. They strap each box twice with iron strapping, and it makes a very good box and saves them considerable money. The cost is about 35 cents against \$1.25 for wooden boxes. Also they save on freight. Catching at this camp is good. They have had up to 240 fish in one net, trout and whitefish, very few rough fish. They are fishing up to now some 25 nets, but hope to get the

five nets they can use with two licences later.

"Camped. Dog mileage 18 miles.

"December 11—Left at 8:30 a.m. en route to Long Point camp where licencee fishing alone. Dog roads really bad, six inches of water and slough, and ice is none too strong, runs from 4½ to 10 inches. Weather is mild. I never saw a fall like we are having this year.

"Contacted licencee, who has only seven nets. He has 50 boxes of fish, 50% trout and good catches. If he had more nets he would do well. Checked his fish, which is in good shape. After lunch continued to Boundary Island camp. He has five men and is doing well. Has some 600 boxes of fish. All using paper boxes. He would have had more boxes but ice conditions at his camp have been bad. He does not use dogs; he has snow toboggan. Had very narrow escape from drowning whole crew as well as himself. Toboggan broke through ice and whole crew went into water but managed to get out. The machine went down in 40 feet of water. They managed to salvage it but now are using a small truck. Ice around Boundary Island only five feet thick with considerable water and slush ice.

"He also has a new Ferguson tractor with rubber tires, but unable yet to get it on ice, which is not strong enough.

"Camped. Dog mileage 22 miles.

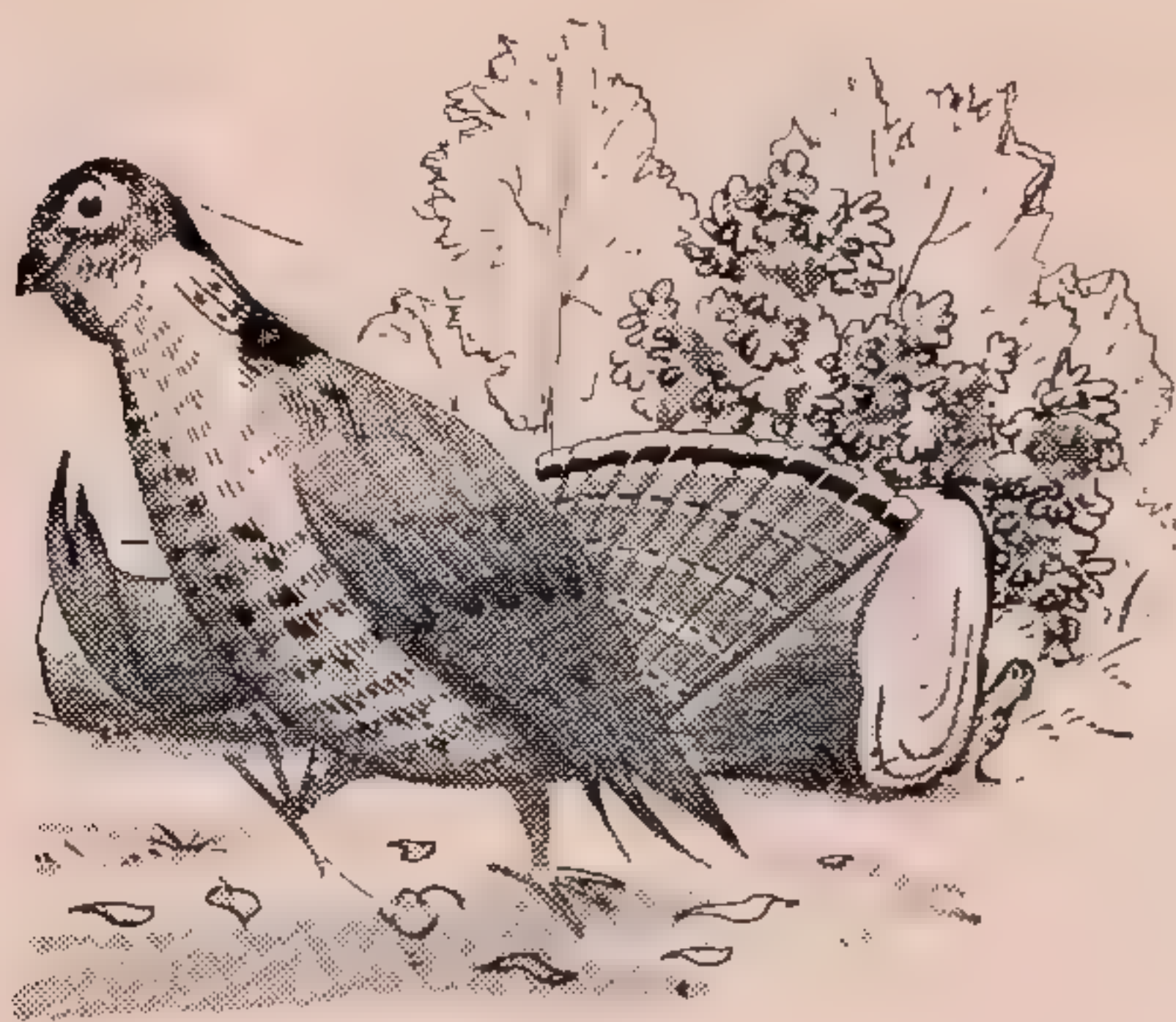
"December 12—Remained in camp owing to water and slush, and very thick fog on lake. Checked fish at camps. Fog lasted all day.

"December 13—not much change in weather. Cannot see on lake. Checked some of fish gang's nets. Found considerable fish guts on lake. Licencee claims will clean all ice as soon as can operate tractor. Rain in afternoon. Dog mileage eight miles.

"December 14—Little colder. Not much change in weather. Lake has cracked and flooded with water. Cannot make Bear Island. Will return to Brochet today. Left Boundary Island 9 a.m., lunch Long Point Camp; arrived Brochet 5 p.m. Dog mileage 30 miles.

"I am afraid the tractor swings will have a tough time this year as the ice is not very strong and is badly cracked. It may be into February before freighting starts, and we will have to have it a lot colder before any transportation starts."





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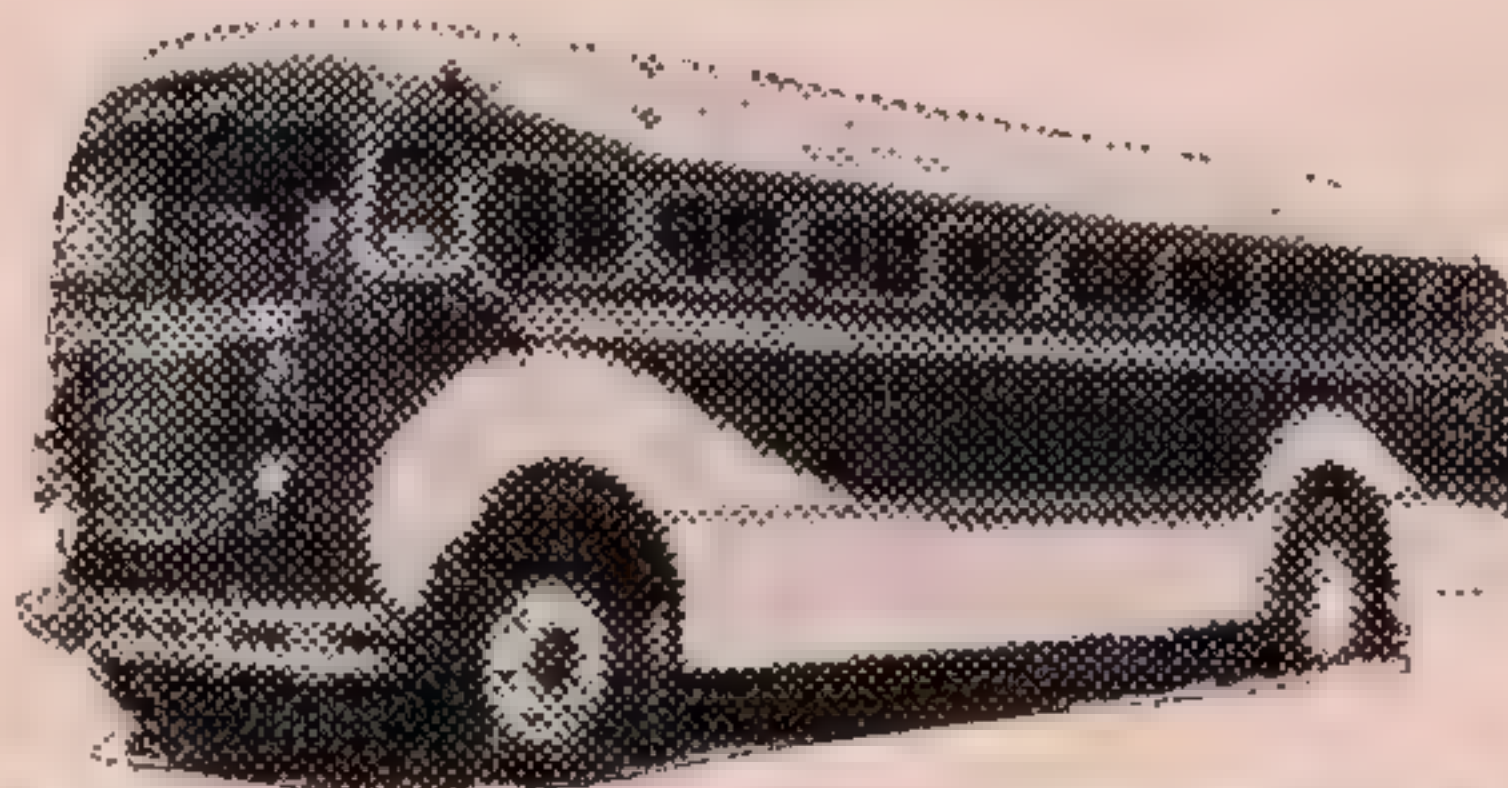
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1:05 PM Lv Mafeking	Lv 7:40 PM
1:40 PM Lv Birch River	Lv 6:40 PM
2:10 PM Lv Bowsman	Lv 6:15 PM
2:45 PM Lv Swan River	Lv 5:50 PM
4:35 PM Lv Ethelbert	Lv 3:00 PM
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**"THE REXALL STORE"**

**THE PAS, MANITOBA**

**PHONE 14**



## FUR TRADE—(Cont'd from Page 21).

the industrial worker live in peace. In fact they depend upon each other in many ways for their separate existences. For fur today not only provides the livelihood of the trapper, but is the base of an important Manitoba, and Canadian, industry—fur and leather working.

From the marsh to milady, from the wild furbearer to the finished muff, coat or stole, is a long process, involving many steps and many workers, from the trapper to the seamstress.

And trapping itself has changed—the trapper is no longer the “catch-and-run pirate of furs” as one trapper has put it. Conservation measures have become necessary so that this valuable resource be not depleted. In the early years these measures, consisting of royalty levies and trapping licences, were designed more as a means of increasing government revenue than for anything else. But they have been the measures upon which later and more enlightened practices are based.

The “registered traplines” first put into operation in Manitoba in 1940 is an example of recent enlightened measures taken to protect wild fur against depletion, and to raise the economic status of the trapper from a nomadic plunderer to a scientific “farmer” of furs. The plan has been successful, both from the point of view of conservation officers and trappers alike. At the present time there are almost 2,000 trappers occupying registered lines in northern Manitoba, covering an area which 15 years ago was being trapped on the old catch-as-catch-can method. In many of the outlying areas, such as Brochet and York Factory, group registrations exist, where a large block is trapped and controlled by a group of trappers. In these cases the trappers are all Indians

The Summerberry project, established and supervised by the provincial government, is the second plan designed in later years to place trapping on a sound, perpetual-yield basis. During the '30's the delta of the Saskatchewan River, south and east of The Pas had become to a large extent, an area of dried out mud flats. Muskrats which had abounded in the region in the old days had practically all “frozen out” from lack of water and starved from lack of feed. This area, with the construc-

tion of dams and ditches, has now become the world's largest rat ranch, comprising nearly a million acres of land. Since the establishment of the Summerberry project, trapping privileges have been provided an average of 500 trappers, taking fur crops that have reached in value three quarters of a million dollars in one season.

The value of fur production does not stop with the trapper. Fur processing is an important industry; in fact Winnipeg is Canada's leading muskrat processing centre. To process raw muskrat skins into a finished Hudson Seal coat requires a whole series of complicated steps. These include “fleshing”; then hand plucking the guard hairs; then tanning; “smearing” to give that dark lustrous sheen of the Hudson Seal; then the furs must be cleaned in revolving drums; then the shearing of remaining guard hairs. Finally comes the cutting and sewing steps, until finally an expensive covering for milady emerges. From 55 to 60 muskrat skins are required for one coat, and these may have been cut into 3,600 “drops” before being sewn together.

Trapping is not what can be called a “stable” occupation; tastes in fur vary from year to year—this has the effect of causing extreme fluctuations in fur prices. Today it may be the long haired fur in demand; tomorrow it may be the short. Such a change in taste from long haired to short haired fur practically eliminated the Arctic fox trapper of the far north. In late years it has been the mink, muskrat and beaver that have got the “nod” from the ladies.

But it is hard to predict the fortunes of an occupation that depends upon something as unpredictable as a woman's taste.





## FARM BELT—

Continued from Page 17).  
frequently mention "fields of waving grain." It was these reports which first drew the interest of Lord Selkirk, who later acquired a tract of land from the Hudson's Bay Company close to what now is the City of Winnipeg, and induced a number of immigrants to come over from Scotland to settle there and to expand gradually, in the face of all obstacles, of which there were many, until 1876 when the first shipment of western wheat—857 bushels—was sent from Winnipeg to Toronto.

In 1877 a small shipment was sent to Great Britain via the United States, and in 1884 the first shipment made to Britain was made over an all-Canadian route. It consisted of 1,000 bushels of Manitoba No. 1 hard wheat, which was of such high quality that the fame of Manitoba wheat spread rapidly to all corners of the trading world, and has held top place consistently ever since.

In 1952, the farmers of western Canada

the Valley farmers their first major setback. They were forced from their homes temporarily, but as soon as the waters receded they were back cleaning up the debris and preparing for the following year's crop seeding.

That winter, the Prairie Farm Rehabilitation Act engineers began surveying the whole area with a view to developing a method of flood control, and actual diking operations started last summer.

The pilot project seems to be what is termed the Pasquia Triangle, which lies between the Carrot and The Pas (Pasquia) Rivers, and comprising some 135,000 acres of first class arable land. Another tract, somewhat larger than the Pasquia Triangle, lies between the Carrot and the Saskatchewan Rivers. From there westward, estimates vary on the extent of the acreage potential, some going as high as three million arable acres.

No doubt the time will come when all these areas will be developed. At present,



harvested one billion, eight hundred million dollars worth of grain—such a vast expansion from the few acres sown in 1754 by Captain Louis de la Corne at The Pas that one must pause to comprehend it.

Farming was carried on at The Pas, although rather intermittently, from Captain de la Corne's time until about 1930, when the first years of the great drought struck the prairies, and a number of farmers, after viewing the lush growth in the valley here, were enticed to settle and to begin farming the land in earnest.

Most of the land had been surveyed between 1907 and 1916. The lots adjacent to the Carrot River were sold to and homesteaded by the settlers, and many other lands owned by the province of Manitoba were leased to them.

In 1948, high water from the west, flowing down the Saskatchewan River, flooded most of the land farmed, and gave

there are about twenty thousand acres under production and livestock population rapidly is approaching the levels attained before the 1948 flood.

The area seems to be adapted particularly to mixed farming and the cattle flourish on the succulent growth produced by the fertile soil and the long summer days. Herds of up to 200 head of cattle are to be seen in the valley. These herds consist almost wholly of good quality grade beef types with pure-bred sires, and most of the farmers get their calves vaccinated against Brucellosis. The Valley itself is a government certified tuberculosis free area.

Most visitors are surprised to learn that the summer season of frost-free days is longer at The Pas than at Brandon, for instance, which is more than 300 miles farther south.

On August 30 of 1952, the newly formed  
(Continued on Page 93).



Dr. J. H. G. HARWOOD

# DENTIST

[illegible]

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The Pas, Man.

Dr. A. L. JACOBS

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**MAJOR INDUSTRY**—Cont'd from Page 31.  
tend to become resourceful citizens, usually independent, as their occupation calls for a large amount of initiative.

In order to regulate the fishing industry and to protect the resources, a system of licensing both fishermen and fish dealers have been developed by the Government. This also tends to control production. Each lake has a set limit which should not be exceeded if we are to maintain steady production year after year.

To be sure that all fishermen are properly licensed, and to keep continual check on production totals, fisheries officers are stationed at various points to supervise operations. These men have a thorough knowledge of the industry and the laws under which it is run, so that they can carry out their duties properly.

As one of our most important foods,

a great deal of care goes into the proper handling of fish to make it also one of the most delicious. Unfortunately, fish also is highly perishable, which means that the factors affecting its quality and appearance are many and varied.

Northern Manitoba's fishermen realize that production of the highest quality fish is essential to both increased markets and greater returns. Accordingly, they make every effort to ship only high grade fish, and in this the provincial fisheries department is right behind them.

Fish produced here is subject to grading as set down in regulations of the dominion government fisheries inspectors as well as the Game and Fisheries Branch of the Manitoba Department of Mines and Natural Resources and the Manitoba Department of Health.



## They Came Home in Front

The Pas Dog Derby was started in 1916 and continued until 1931. In 1948 the first annual Northern Manitoba Trappers' Festival was held and has continued since with the dog race, the feature attraction of the festival. The winners for each race are given below:—

- 1916—Albert Campbell
- 1919—Baptiste Campbell
- 1920—Walter Goyne
- 1921—C. B. Morgan (owner), W. Winterton (driver).
- 1922—C. B. Morgan (owner), W. Grayson (driver).
- 1923—C. B. Morgan (owner), W. Grayson (driver).
- 1924—W. Russick (owner and driver).
- 1925—J. B. Bacon (owner), E. St. Godard (driver).

- 1929—E. St. Godard (owner and driver). Most of this race was run through a blizzard.
- 1930—E. Brydges.
- 1931—E. Brydges.
- 1949—Edwin Lambert.
- 1950—Laird Ouellette.
- 1951—Joe Highway.
- 1952—Steve Pranteau.
- 1953—Steve Pranteau.

The above are the winners of the long distance endurance races. In 1926, '27 and '28 lap races were held with E. St. Godard winner each year. In 1948, the first year of the Trappers' Festival, Jack Heard won the 20-Mile Freight Race which was the feature race of the year.



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## THE PASQUIA PROJECT—

Continued from Page 19).

investigations. Their problem was to determine the work necessary to:

- (1) Control for minor flooding from the Pasquia River;
- (2) Protection from major floods from the Saskatchewan River;
- (3) Design the necessary interior drainage in the level lands of the area.

To provide adequate protection required intensive engineering surveys, studies of the flows and water sheds of the several rivers and to forecast as far as possible high waters of the future.

By 1952, the P.F.R.A. had designed features to give flood protection to the area at an estimated cost of \$1,350,000.00. Soil specialists of the Province confirmed that there were 100,000 acres of agricultural land given flood protection.

The Plan included:

- ( ) Diversion of the Pasquia River to the Carrot River at a point west of these Pasquia lands to eliminate the minor flooding.
- (2) Diking of the Saskatchewan and Carrot Rivers on the north boundary of the

project to an elevation of three feet above known peak floods of the past, to prevent major flooding.

- (3) Interior drainage for the area to be operated by gravity flow in periods of normal water elevations and pumping from the drainage system to the Saskatchewan River at The Pas and fourteen miles west in times of abnormally high water.
- (4) A dam at The Pas in the Pasquia, high enough to control reverse flow of this stream from the Saskatchewan River while in flood stages.

The plan was submitted to the Government of Canada and Manitoba who approved and, after Dominion-Provincial agreements for financing were accepted, work started in the spring of 1953. By fall the diversion of the Pasquia River by excavation was all but completed. 1954 will see the construction of the Saskatchewan and Carrot River dikes and 1955 the interior drainage.

The completed project will provide new farms for 300 families. Agriculture will be brought 100 miles closer to our North and can be the starting point of the development of large parts of the great surrounding flood plain.





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## NICKEL IN THE NEEDLES— Cont'd from Page 73).

and by chemists with their laboratories and test tubes to test for "nickel in the needles" of the spruce and the jackpine.

In base metal (copper, nickel, lead, etc.) prospecting as in the case of the extensive prospecting program that International Nickel Company has been carrying out in northern Manitoba, the airborne magnetometer comes first. Large planes, equipped with exceedingly intricate and sensitive instruments, fly over vast areas, many thousands of square miles, picking up what are called "anomalies". These are areas where the rocks are magnetic. This magnetic quality is recorded on the airborne instruments, even when the plane flies at over 500 feet, so sensitive is the apparatus.

Having spotted these anomalies, the next step is to determine whether or not these zones contain nickel. It would be a simple process if nickel bearing rocks were the only ones that were magnetic; but this is not the case; a rock can be magnetic and still not carry nickel. The duds then have to be eliminated.

The chemical analysis of the leaves of trees growing over the anomaly is proving to be a useful help here. Year old branches of pine trees seem to be the best indicators. These are plucked at regular intervals, burned, and the residue, or ash, tested. The ash is dissolved and tested by the "colorimetric" method. A certain intensity of color is established for a normal nickel content; if the sample gives a greater intensity than the average, or gauge sample, then it means that the nickel content is higher than average, and vice versa. The old prospector never dreamt, when he plodded through the bush, grasping those stinging needles to keep them out of his eyes, that he held

in his hands a secret that might have brought him that "million" he hoped for!

This is only one of the modern techniques. Another, for example, makes use of electricity—certain minerals, and rock formations are known to conduct electricity better than others. Accurate tests can be made even through many feet of overlying sand or muskeg (overburden) by the use of modern instruments that send electricity through the ground and measure the amount that is conducted.

The chemical analysis of lake, river, and swamp water is also proving to be of considerable assistance in determining the mineral content of underlying rocks. Many new chemical tests have been developed requiring little equipment. Certain lakes in the north have been found to contain a high nickel content, thus providing a clue whereby the prospector is able to localize the deposit, to close in on his prey.

The geiger counter, unknown a few years ago, is now standard equipment for prospecting. It is an instrument which indicates the presence of uranium, or other radioactive mineral, by conveying to its operator a rapid succession of ticks through the earphones which are attached to the machine. Here again is a method that was unknown to the prospector of fifteen years ago.

All the above techniques merely "soften up" the enemy. The final kill is made by the diamond drill, sending its bit hundreds of feet into the rock, and bringing out "core", true samples of every inch of rock it passes through. The favorable samples are assayed, and the exact mineral content is ascertained. International Nickel Company maintains a complete assay office and staff at Thicket Portage, which tests the thousands of samples brought in from their extensive drilling program throughout the

Cont'd on Page 95).

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## FARM BELT—

(Continued from Page 84).

The Pas District Horticultural Society staged its first show to coincide with the arrival of the annual Churchill Excursion train, which is comprised chiefly of visitors from south of the Canadian border. The show was considered a huge success, and it was gratifying to hear the exclamations of the visitors who at first were under the impression that most of the exhibits were grown under glass, and who had no idea that such specimens could be grown in "the frozen north." Gladioli and sweet peas planted in the open after June 1 were exhibited, and one expert gladiolus grower from the United States expressed it: "I would be proud to grow and exhibit such specimens anywhere in America." The vegetables exhibited also were the object of considerable admiration.

The soil of the Carrot River Valley is classed among the most fertile in Canada. The Dominion Department of Agriculture has operated a substation in the Valley for a number of years, and the official report for the last year available shows that on all their Manitoba stations the average yield of all varieties of wheat was 27.1 bushels to the acre. The yield at The Pas station was 51.1 bushels per acre, almost double the Manitoba average. Other grains, grasses and garden vegetables have the same consistently high production.

Such is the progress of agriculture north of 53. And as the north enters its new era, and we see around us the self-propelled combines and other highly mechanized farm implements and equipment and think of the western prairies on which the economy of Canada is largely based, we pause and humbly offer a tribute to the memory of the early fur traders and to Captain Louis de la Corne as he planted his few acres of grain at The Pas in 1754.



## LIFELINES OF THE NORTH—

(Continued from Page 25).

reach a thickness of two inches on the caboose floor, then they must be "mucked out." Since these trips seldom exceed 12 days it is unusual that the law has to be invoked before a trip is over. Speed of these machines is three miles per hour loaded and five empty.

The bush flyer usually takes his loads, too, from the "end of steel." The favorite machine of the north is the Norseman, known sometimes as the "one-ton truck of the air". Suitable for the transportation of prospectors and their supplies, the rapid movement of fresh fish to an awaiting express car, equipped in the summer with pontoons and the winter with skis, the airplane meets the requirements of the north—speed, capacity, and ability to go anywhere. There are larger planes too and smaller. As for the larger, the "Bristol Freighter" operating north from Churchill deserves mention, carrying a load of 22 tons, equal to the merchandise capacity of an average railway freight car.

The bombardier, the "bushman's taxi," is to be found today throughout the north. Travelling bush trails and frozen lakes on its feet of treads and skis it is a handy vehicle for the transportation of game guardians and the movement of small loads over short distances. Not a military term, the bombardier gets its name from that of a Quebec man named Alphonse Bombardier, who invented the machine during the 30's.

Much of the supplies entering the north first by train, then picked up by tractor train, plane and bombardier, is finally distributed by the canoe in the summer and the dog team in the winter. The final consumer, being the trapper, the fisherman, the prospector and the surveyor, picks up his "grubstake" at the trading post and transports it home by canoe or dog team. Thus, the dog team and the canoe, which carried the pioneers into the north in the early days, are playing a new role, but one as vital as the old one.

Techniques of transportation are changing before our eyes—diesel power instead of coal on northern railways, mechanized toboggans, so far an unsuccessful attempt to replace the dog team. There remain the six main means of transportation in the north—rail, plane, tractor, bombardier, canoe, and dog team; none is dispensable.



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The Trappers' Festival Association wishes to thank those who assisted in the make-up of this book, by providing photographs and written material:—

Harry Shklov, The Pas.  
Aurora Studios, The Pas.  
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Dory Thacker, Brandon  
Fred Duke, The Pas  
Mary Doughty, Wabowden  
Edna Fedje, The Pas  
Caribou Bill Anger, The Pas

— ★ —

## NICKEL IN THE NEEDLES—

(Cont'd from Page 91).

north. The photo accompanying this article shows seven diamond drills operating through the ice at Mystery Lake last winter. Each of these drills will drill up to 250 feet per day, from which one can gauge the extent of the program, of which this only is a small part.

A very extensive nickel bearing zone has been discovered by this drilling, extending over a distance of 35 miles. There is no doubt that the day will come when this district will become one of the world's important sources of nickel.

Some of the largest mining companies in the country are actively interested in northern Manitoba. This interest is verified by the fact that in 1953 almost 4,000 claims were staked.

Hudson Bay Mining and Smelting Company, who operate the mine at Flin Flon, have acquired a large group of claims in the Osborne Lake district. And between Cranberry Portage and Sherridon considerable interest has been aroused by their staking of over 400 claims.

Around Lynn Lake, where this year sees

Sherritt Gordon's nickel mine go into production, God's Lake Mining Company has a drilling program planned for this winter, lying adjacent to Sherritt Gordon's property.

East of Lynn Lake another drilling program is under way by an American company, close to Barrington Lake.

Both Noranda and Falconbridge Nickel Mines have acquired property near Wintering Lake and Mystery Lake respectively and are proceeding with work. Berens River Gold Mines is another Company interested in the Mystery Lake area.

While these companies by their work in the area are providing proof of the richness of our north, still this truth has not yet been fully grasped by the general public. Perhaps the secretiveness that inevitably forms part of a company's prospecting policy is to blame; perhaps we in the North do not advertise our wares as we should. In any case, it was dissatisfaction with our "place in the sun" that prompted Lew Parres of Flin Flon to suggest that we "break away" from the south and put all our efforts towards the development of our bounteous resources. It may come to that yet!



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# **SEVENTH ANNUAL**

# *Northern Manitoba*

# *Trappers' Festival*

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**The Trappers' Festival Executive wishes to acknowledge the help and co-operation of  
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Vol. 25.

THE NORTHERN MAIL, Feb. 3, 1954.

—No. 5.

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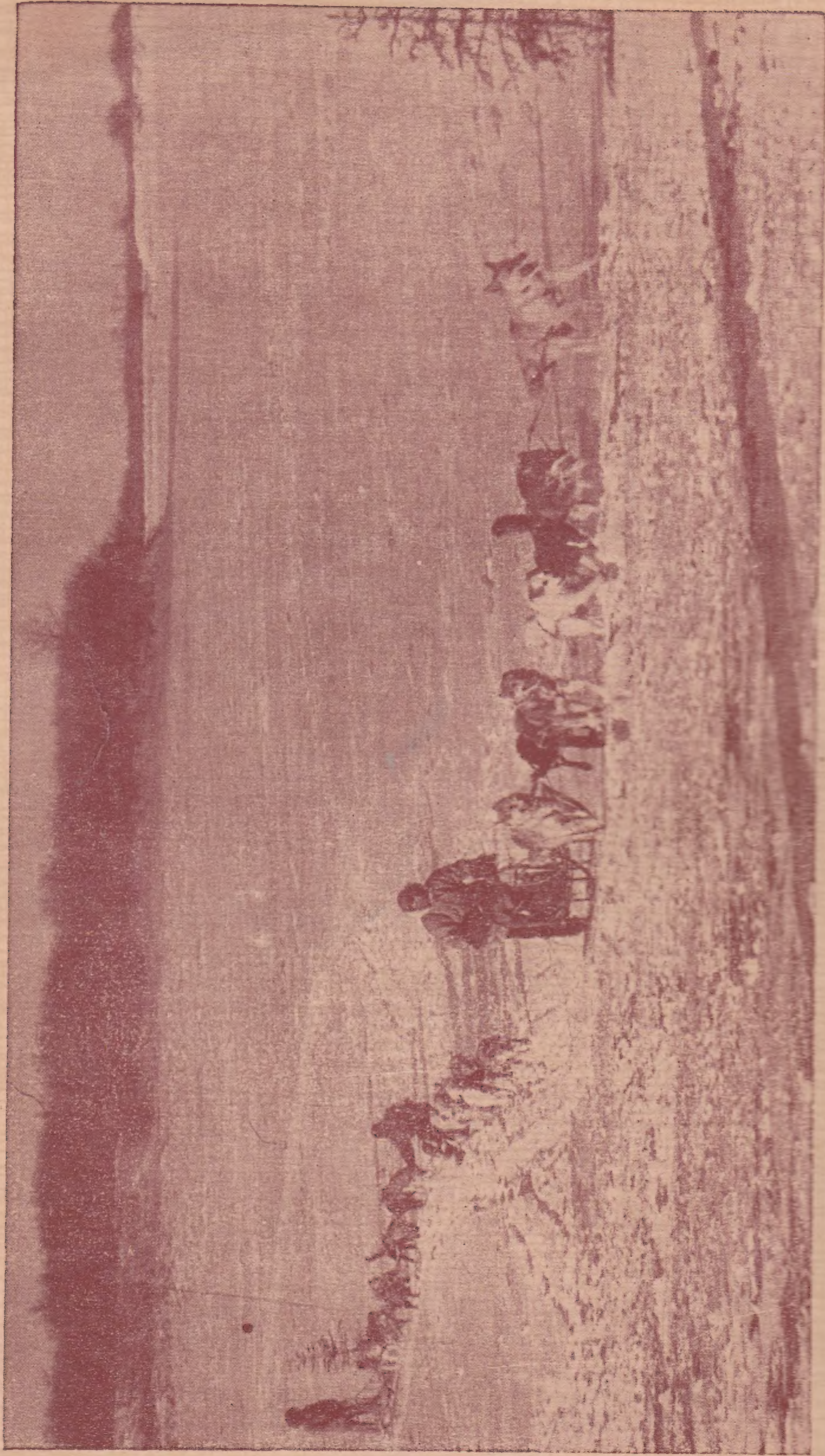
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# A Message from the Trappers' Festival . . .

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## TO THOSE WHO LIVE IN THE NORTH

Welcome to our Manitoba Trappers' Festival on the 2, 3, 4, and 5 of February, 1954.

Again we have the dog races and the Queen contest. There are sports, displays, Indian handicrafts, contests, races and dances.

In the big 200-mile dog race many Indian mushers are entered. It is a matter of pride that both in 1952 and 1953 Steve Pranteau, one of the Indian mushers, won the race.

Indians and palefaces will be enjoying themselves together at the 7th Annual Northern Manitoba Trappers' Festival.